Vol. XLIII. No. 7564.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's

Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GOBDON

& Goton, Ludgate Circus, E.C. Bates. Hendy & Co., 37, Walbrook, E.C.

SAMUEL DEACON & Co., 150 & 154,

Leadenhall Street. W. M. WILLS, 151,

PARIS AND EUROPE:-AMEDEI PRINCE

& Oo, 36. Rue Lafayette, Paris.

Vannon Street, E.C.

bourne and Sydney.

APOTHECARIES Co., Colombo.

Co., Square, Singapore. C. HEINSZEN.

toiq, Quicen & Co. Amoy, N. MOALLE.

Forshow, Habon & Co. Shanghai,

& WALSH. Yokohama, LANE, CHAW-

OHINA :- Macao, F. A. DE CRUZ. Spoa-

road & Co., and Kelly & Co.

Banks.

HOVEKONG & SHANGHAI BANKING

CORPORATION.

COURT OF DIRECTORS.

Chairman-O. D. Botromiey, Esq.

Deputy Chairman-Hon. J. BELL IRVING.

W. H. F. DARDY, Esq. | Hon. A. P. MOEWEN.

H. L. DALRYMPLE, S. C. MICHAEISEN

W. H. FORBES, Esq. J. S. Moses, Esq.

H. Hoppius, Esq. Holl F. D. Sassoon.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai,..... Ewen Cameron, Esq.

HONGKONG.

INTEREST ACLOWED.

For 3 months, 3 por cent per annum.

LOCAL BILLS DISCOUNTED.

and every description of Banking and

Credits granted on approved Securities,

Drafts granted on Loudon, and the

chief Commercial places in Europe, India,

NOTICE.

1.-The business of the above Bank will

2.—Sums less than \$1, or more than \$250

at 5 per cent. per annum interest.

drawal. Depositors must not make

any entries themselves in their Pass.

Books but should send them to be

written up at least twice a year, about

the beginning of January and begin-

the Bank if marked On Hongkong

Savings' Bank Business is forwarded free by the various British Post Offices in

but the personal attendance of the

depositor or his duly appointed agent,

and the production of his Pass Book

CORPORATION.

T. JACKSON.

Uhuf Manager,

-Correspondence as to the business of

7.-Withdrawals may be made on demand

be conducted by the Hongkong and

premises in Hongkong. Business hours

on week-days, 10 to 3 : Saturdays, 10

at one time will not be received. No

depositor may deposit more than \$2,500

Australia, America, Ohina and Japan,

Hongkong, September 20, 1887.

To SAVINGS BANK

in any one year.

ning of July.

are necessary.

Hongkong and China.

Hongkong, September 1, 1885.

Notice of Firm.

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE.

WINE MERCHANT,

SHANGHAI.

J. D. KILEY.

SAIL-MAKER.

FLAGS.

No. 23, Praya Central.

MONGRONG

Hongkong, November 1, 1887.

Hongkong, October 1, 1887.

D. McCULLOCH.

Chairman.

S M I T A

Agenta

NORTON & Co.

AN Current Deposit Account at the rate

of 2 per cent. per unnum on the daily

5 per cent. "

4 per cent, it

T. JACKSON.

Ohief Manager.

LONDON BANKERS. - London and

On Fixed Deposits :--

Exchange business transacted.

balance.

RESERVE LIABILITY OF PRO-

號六十月一十年七十八百八千一英

Established February, 1845,

Intimations.

HONGKONG, WEDNESDAY, NOVEMBER 16, 1887.

PERSEVERANCE LODGE OF HONOKONG,

No. 1165.

NEW YORK: -ANDREW WIND, 21, Park Regular MEETING of the above LODGE will be held in the FREE-MASONS' HALL, Zetland Street, on THURS-SAN FRANCISCO and American Ports NEXT, the 17th Instant, at 8.30 generally :- Bran & Black, San Fronfor 9 p.m. VISITING BRETHREN are cordi-

AUSTRALIA, TASMANIA, AND NEW ally invited. ZEALAND:-GORDON & GOTOH, Mel-Hongkong, November 14, 1887. 2222

CEYLON:-W. M. SMITH & Co., THE NGAPORE, STRAITS, &c. :- SAYLE & COMPANY, LIMITED.

CENTRAL EXCHANGE 4, OLUB CHAMBERS.

LANE, CRAWFORD & Co., and KELLY | munication. Rate of Subscription is \$80 per Annum,

payable quarterly in advance. Electrical Material of all descriptions kept in stock for Sale. ELECTRIC BELLS a speciality.

Houses fitted up and kept in order at most Moderate Prices. TELEPHONE MATERIAL supplied on Sale or Hire. AGENTS for ELECTRIC LIGHTING, both ARO and INCANDESCENT. Estimates furnished free.

HAROLD DOWSON.

Hongkong. Hongkong, August 24, 1887 HONGKONG BRICK AND CEMENT

OFFICE, No. 5, QUEEN'S ROAD.

COMPANY, LIMITED.

TAIRE BRICKS OF SUPERIOR QUALITY FOR SALE. PRICE, \$30 PER 1,000.

The following Testimonial has been re-

ceived from F. W. OROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY I have herewith much pleasure in testi-

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is

After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for. I am now about to build them into one

of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using." Hongkong, May 23, 1887.

NOTIOE.

THE Undersigned begs to inform her numerous Customers and the General DULES OF THE HONGKONG Public of Hongkong and OUT PORT RE-SIDENTS, that she is prepared to SUPPLY FRESH MEAT, VEGETABLES, GAME. BRAWNS, GAME PIES, PORK SAU. SAGES, &c., &c., &c. Shanghai Banking Corporation, on their All Orders will have prompt and careful

LAVINIA HOPKINS,

Corner of Ningpo & Szechuen Roads, SHANGHAY. Shanghai, 1st November, 1887. 2134

NOTICE.

3. - Depositors in the Savings' Bank having \$100 or more at their credit may at LOR the Convenience of Customers, the their option transfer the same to the Productions of the CHINA SUGAR Hongkong and Shanghai Banking Cor- REFINING COMPANY, LIMITED, can henceporation on fixed deposit for 12 months forward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same -Interest at the rate of 31 per cent. per prices as at the REFINERY; or Retail annum will be allowed to depositors on Orders will be delivered at addresses in their daily balances.

5.—Each Depositor will be supplied gratis Requirements in writing direct to the with a Pass-Book which must be pre- REFINERY at East Point. sented with each payment or with-

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 27, 1885.

FRENCH DRESS-MAKER,

G. HEYMANS, HONGKONG & SHANGHAI BANKING

35. WELLINGTON STREET, HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

MR. ROBERT LYALL has been Ap-Hongkong, October 1, 1887. HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Honokono Hotel Co., Ltd. Hongkong, November 8, 1887. ADJUSTMENT OF BONUS FOR THE YEAR 1886 Intimations. CHAREHOLDERS in the above Com-

pany are requested to Furnish the Undersigned with a List of their Contra-BUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTIETH DAY OF NOVEMBER NEXT, will be adjusted by the Company and no Claims or Alterations will be subse-MARINE HOUSE, QUEEN'S ROAD. quently admitted.

JARDINE, MATHESON & Co., General Managers. Hongkong Fire Insurance Company, Limited. Hongkoug, October 15, 1887.

MENTS, AWNINGS AND SAILOR'S HOME. A NY Cast-off CLOTHING, BOOKS, OF A Papers will be thankfully received at the Sailor's Home, West Point Hongkong, July 25, 1887.

Business Notices.

HAVE JUST UNPACKED THE FOLLOWING

SUNDRIES:

OUBLE-BARRELLED SAFETY HAMMERLESS SPORT. ING GUNS, with all latest improvements. HANGING, WALL and TABLE LAMPS.

BILLIARD BALLS, RESTS and CUES. NEWEST NOVELS.

THE CHINA & JAPAN TELEPHONE TEA-TASTERS' TIME GLASSES single and double. POCKET KNIVES and FANCY CUTLERY

HORSE CLIPPERS. THE above Company's EXCHANGE is DOG COLLARS and RUG STRAPS.

WALKING STICKS and UMBRELLAS. NEW ELECTRO-PLATED WARE. LANE, CRAWFORD & Co.

Hongkong, November 16, 1887.

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES WALK PROM THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS. OHARGES MODERATE. TIFFIN at 1 o'Clock. DINNER at 7.30.

VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY, Hongkong, April 1, 1887.

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c, has recently been much enlarged and improved and is now one of the principal Horars in the place. fying to the quality of the Fire Bricks as The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL characteristic of the best English Fire The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE.

Hongkong, September 16, 1885.

W. POWELL & Co.

On TUE 3DAY, November 1st, 1887,

AND FOLLOWING DAYS.

VICTORIA EXCHANGE, October 31, 1887. (T E L E P H O N E 21).

W. POWELL & Co.

Tailors, Hatters, Shirtmakers & General Outsitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL)

BROWN, HARD AND in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS,

MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order. Hongkong, October 8, 1887,

Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS. NAUTIUAL BOOKS.

English SILVER & ELECTRO-PLATED WARE 1925 | Christoffe & Co.'s Electro-Plated WARE. GOLD & SILVER JEWELLERY,

in great variety, DIAMONDS DIAMOND JEWELLERY A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

NOTICE. HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED CHIPMASTERS and ENGINEERS are respectfully informed that, if upon

In the Event of Complaints being found to be Paid as BONUS to Contributors 2010 | necessary, Communication with the Under. may be arranged. Returns not sent in signed is requested, when immediate steps before the 30th Instant, will be made up

Hongkong, August 25, 1885,

Secretary.

Intimations. DENTISTRY FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dentist,

(FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DE. ROGERS,) A T the urgent request of his Enropean A and American patients and friends, has TAKEN THE OFFICE formerly ocoupled by Dr. Rocks.

No. 2, DUDDELL STREET. CONSULTATION FREE

Discount to missionaries and families Sole Address 2, DUDDELL STREET. (Next to the New Oriental Bank) Hongkong . January 12, 1885.

OHINA FIRE INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONCS FOR THE YEAR 1886.

their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Orsice, No. 14, Praya Central, will receive prompt attention.

CHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premis for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year will be taken to rectify the cause of dis. by the Company, and no subsequent Claims or Alterations will be allowed.

> JAS B. COUGHTRIE Secretary. Hongkong, November 1, 1887,

By Order of the Directors.

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COM-PANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COT-TON and COTTON YARN at the Kow-LOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be 1 Charged ISAAO HUGHES

Scoretary. Hongkong, November 7, 1887. NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, THE MONTSERRAT LIME JUICE CORDIALS.

Hongkong, May 3, 1887. 80

For Sale. FOR SALE.

THE BRITISH STEAMER ATHOLL, of 1,436 Tons Gross, 922 Tons Net Register and 170 H.P., with all Her TACKLE, APPAREL and APPUR-TENANCES, as she now lies in this

Harbour. For further Particulars, apply to ADAMSON, BELL & Co.,

Hongkong, October 31, 1887. FOR SALE.

TULES MUMM & Co.'s CHAMPAGNE. Quarts\$20 per Case of 1 doz. Pints......\$21 0 Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

Baxter's Celebrated Barley Bree WHISKY, -\$72 per Case of 1 doz GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

WHITE WINES.

To Let.

TO BE LET. (With Immediate Possession.)

MIWO DESIRABLE RESIDENCES situated 1 in Caine Road, West end Terrace opposite to Rose Villas. Apply to

No. 14, CAINE ROAD. Hongkong, October 31, 1887. TO BE LET.

With Immediate Possession. CUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by

Messrs. Metchers & Co. These Premises are well adapted for OFFICES or STORES. ROOMS on the First and Second Floors of Marine House. BISNEE VILLA, PORFULUM.

A GODOWN, at BOWRINGTON. Apply to SHARP & Co.,

Estate Agents, Marine House. Hongkong, October 17, 1887.

TO BE LET. TATITH Possession on the 1st January, A HOUSE in BICHMOND

Apply to MR. WILLMOTT. Hongkong Dispensary. Hongkong, November 3, 1887.

TO LET.

DOOMS in COLLEGE CHAMBERS." Apply to

DAVID SASSOON, SONS & Co. Hongkong, May 25, 1887. TO LET-FURNISHED.

THAT HOUSE at the PEAK, formerly L occupied by the late W. H. BRERETON. Immediate Entry.

Apply to G. C. ANDERSON, 13, Praya Central. Hongkong, November 12, 1887.

TO BE LET. From 1st January, 1888. THE HOUSE No. 11, GAGE STREET.

Apply to J. A. DE CARVALHO. Hougkong, November 14, 1887. 2223

Notices to Consignees. GLEN LINE OF STEAM PACKETS. FROM LONDON, PENANG AND

SINGAPORE.

THE Steamship Glenshiel, having arrivad from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honoxong AND KOWLOON WHARP AND GODOWN Co.; Lo., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-Morrow, the 12th Instant. Cargo remaining undelivered after the 18th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkons, November 11, 1887.

日二初月十年亥丁 Notices to Consignees.

NETHERLANDS INEET STEAM NAVIGATION COMPANY, LIMITED FROM SOURABAYA, SAMARANG,

BATAVIA, SINGAPORE AND

SAIGON. THE Company's S.S. Borneo, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and KOWLOON WHARF AND GODOWN Co., LD.,

2184 at West Point, whence delivery may be Cargo remaining undelivered after the 21st Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hongkong, November 14, 1887.

GLEN LINE OF STEAM PACKETS. FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

ITHE Steamship Gleneagles having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkone & KOWLOON WHARF & GODOWN COMPANY, Lo., at Kowloon, whence delivery may be

Cargo remaining undelivered after the 16th Instant will be subject to rent. No Fire Insurance has been offected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkong, November 11, 1887.

STEAMSHIP MELBOURNE. COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

MONSIGNEES of Cargo from London, . and Havre ex S.S. Yorouba, from Antwerp ex S.S. Romanul, and Bordeaux ex S.S. Nord and Frederic Morel, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables-are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-DAY (Sunday), requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Mor

DAY, the 21st Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to me on or before Wednesday, the 23rd Inst., or they will not be recognised. No Fire Insurance has been effected.

G. DE CHAMPEAUX. Hongkong, November 13, 1887. *221

NOTICE TO CONSIGNEES. STEAMSHIP OCTA, FROM ANTWERP BORDEAUX AND HAIPHONG.

ONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before

cognised. ADAMSON, BELL & Co., Hongkong, November 14, 1887.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY & FOODHOW. The Co.'s Steamship Namoa. Capt. Goddard, will be P. & O. S. N. Co.'s Office, despatched for the above Hongkong, November 1 Ports on FRIDAY, the 18th Instant, at

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, November 15, 1887.

NETHERLANDS INDIA STEAM

For Freight or Passage, apply to

VAVIGATION COMPANY, LIMITED. FOR AMOY. The Co.'s Steamship Capt. Wilkens, will be desputched as above on FRIDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents Hongkong, November 15, 1887.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

Arratoon Apoar.

Capt A. B. MacTavr

will be dose sched for
the above Ports on Fig.

the above Ports on Fig.

the above Ports on Fig.

auxiliarit, at Noon, instead of as previously

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Hougkong, November 14, 1887.

PRICE, \$2 PER MONTH.

Shipping.

Steamers. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Capt. Thompson, will be despatched as above on FRIDAY, the 18th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, November 14, 1887.

SHIRE LINE OF STEAMERS. FOR YOKOHAMA AND KOBE.

Monmoutlishire. CUMING, Commander, will above Ports on the 18th Instant. This Steamer has superior Passenger Accommodation.

CHINA NAVIGATION COMPANY, LIMITED.

MELBOURNE. The Co.'s Steamship J. E. WILLIAMS, Commander, will be despatched as above on SATURDAY MORN. The attention of Passengers is directed

Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is

Hongkong, November 12, 1887. GELLATLY'S LINE OF STEAMERS.

The Steamsnip

Tartar,

BAILEY, Commander, will
be despatched for the The Steamship above Ports on the 20th Instant.

Hongkong, November 15, 1887. 2229 THE GIBB-LINE OF STEAMERS.

ADELAIDE. through Cargo for QUEENSLAND PORTS, TASMANIA, and

NEW ZEALAND.) The British Steamer Cloncurry, Instant, with part Cargo

GIBB, LIVINGSTON & Co., Hongkong, November 7, 1887. THE BEN LINE OF STEAMERS.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

will leave for the above Steamslip place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN. Acting Superintendent. Hongkong, November 11, 1887. 2199 STEAM TO YOKOHAMA, VIA NAGA-

(Passing through the INLAND SEA.) The P. & O. S. N. Co.'s Steamship

Acting Superintendent. P. & O. S. N. Co.'s Office. Hongkong, November 11, 1887. 2000

FOR NEW YORK. The 3/3 L.1.1. American Ship

have quick despatch.

RUSSELL & Co. Hongkone, October 0, 1887.

The 100 A 1 British Barque Bandunera,

AHRENS, Master, will-load here
for the above Port, and will

RUSSELL & Co.

The Steamship

For Freight or Passage, apply to

ADAMSON, BELL & Co., Hongkong, November 11, 1887.

FOR PORT DARWIN, SYDNEY AND

ING, the 19th Instant, at Daylight. to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

FOR SHANGHAI, YOKOHAMA AND

For Freight of Passage, apply to ADAMSON, BELL & Co.,

FOR SYDNEY, MELBOURNE AND Calling at PORT DARWIN, and taking

from Japan, will have quick despatch as

FOR SINGAPORE AND LONDON. the 20th Instant, or they will not be re-

For Freight or Passage, apply to

The British Steamer Co., Benlawers, Webster, will be despatched as above on

> Hongkong, November 13, 1887, STEAM TO SHANGHAL The P. & O. S. N. Co.'s

SAKI AND KOBE.

places on FRIDAY, 25th November, at E. L. WOODIN.

Sailing Vessels.

South American, TUCKER, Master, will load here for the above Port, and will For Freight, apply to

FOR SAN FRANCISCO.

have quick despatch. For Freight, apply to

Hongkong, October 21, 1887.



Entertainment.

CITY HALL.

THE HOME OF MUSIC, MIRTH AN AMOSEMENT BOOM.

CILVO'S SURPRISES

TWO PERFORMANCES ONLY! TO-MORROW (THURSDAY) AND FRIDAY.

17th and 18th Instant

Whinsical, Musical, Nonsousical Sketch, 'A PAIR OF SPOONS.'

SILVO THE INNOVATOR. THE CITY RESTAURAUNT,

The Frenchman, The Diner, The Waiter. MISS MARIE BURTON, THE CHARMING CONTRALTO & SOUBLETTE.

E. A. GLOVER'S, LIFE SIZE PANEL PHOTOGRAPHS. PEUULIAR INDIVIDUALS introducing Bongs & Sayings, Jokes & Witticisms.

A GENUINE SURPRISE Silvo's imitation of A DUDE on the slack wire.

Concluding with a roaring side-splitting PATTI'S DEBUT.

ADMISSION \$2.00. \$1.00 & 50 cents. Soldiers & Sailors Half price to second seats; back seats 20 cents. Plan of Theatre and tickets at Messrs KELLY AND WALSH'S. Hongkong, November 16, 1887.

To-day's Advertisements.

INDO-OHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

Kutsana. Captain JACKSON, will despatched as above or FRIDAY, the 18th Instant, at Daylight. For Freight or Passage, apply to JARDINE, MATTESON & Co., General Managers.

Hongkong, November 16, 1887.

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

The Company's Steamer Captain P. HAYE, will be Port on FRIDAY, the 18th Instant, at

For Freight or Passage, apply to YUEN FAT HONG,

Hongkong, November 16, 1887. PUBLIC AUCTION. THE Undersigned has received instruc-

tions from A. H. CHINOY, Esq., to Sell by Public Auction, on ... SATURDAY

the 19th November, 1887, at 2 p.m., at the House opposite Japanese Consulate, Caine

Road .-THE WHOLE OF THE HOUSEHOLD FURNITURE, &c., comprising:-

TAPESTRY COVERED DRAWING-ROOM BLACKWOOD MARBLE-TOP CENTRE TABLES and TEAPOYS, MIRRORS, PICTURES, CARPETS and HEARTH RUGS.

GABALIERS and GAS BRACKETS. TEARWOOD EXTENSION DINING TABLE, SIDEBOARD. WHATNOIS, CARD TABLES DINNER, DESSERT and BREAKFAST SETS, GLASS and PLATED-WARE.

DOUBLE BEASS BEDSTEAD with WIRE SPRING MATTRESS, ENGLISH-MADE, WALNUT WARDROBE, CHEST OF DRAWERS, ENGLISH-MADE MAHOGANY MARBLE-TOP WASHSTAND, MARBLE-TOP TOILET TABLE and GLASS, and BUREAU with GLASS. A COTTAGE PIANO.

&c., &D., &c. Catalogues will be issued. TERMS OF SALE .- As customary. J. M. ARMSTRONG.

Auctioneer. Hongkong, November 16, 1887.

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA,

MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS

COLOMBO, PONDICHERRY,

OF BRAZIL, AND LA PLATA LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 20th November, at Nom, the Company's Steamship NATAL Commandant Such, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie Will be registered for London us well as for Marseilles, and accepted in reausit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received on bosed nutil 4 p.m. Specie and Parcols until S p.m. on Rice and Teakwood. - Siemseen & Co. Agency's Office.

the 28th November. (Parcels are no. to be ment on board; they must be left at the Contents and value of Packages are re-For further particulars, apply at the

Houghong, November 16, 1887.

Company's Office. G. OF CHAMPEAUX,

To-day's Advertisements.

THE BEN LINE OF STEAMERS. FOR YOKOHAMA AND KOBE.

The British Steamer Capt. FARQUHAR, will be despatched as above on or about the 23rd Instant. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hangloog, November 16, 1887. 2237

GOVERNMENT NOTIFICATION.

HE following Particulars of SALE of to be helden the Spot, on MONDAY, the (21st day of November, 1887, at 2.30 p.m., are published for general information.

By Command, FREDERICK STEWART,

Colonial Sceretary. COLONIAL SECRETARY'S OFFICE,

Hongkong, 5th November, 1887. Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 21st day of November, 1887, at 2.30 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term

Particulars of the Lot. Boundary. menta.

Inland



GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by Public Augmon, to be held on the Spot, on MONDAY, the 21st day of November, 1887, at 3 p.m., are published for general information.

By Command, FREDERICK STEWART. Colonial Secretary. COLONIAL SECRETARY'S OFFICE.

Hongkong, 5th November, 4887. Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 21st day of November, 1687, at 8 p.m., by Order of His Excellency the Gov. For SAIGON .ernor, of Twenty-seven Lats of Crown Land, at Hunghom, Kaulung, in the Colony of Hongkong, for a term of

75 years.

Particulars of the Lots. Boundary 2 1 No. 82. Hunghom 16 15 50 50, 750 15 50 50 750

15 15 50 50 750 10 225 Not Responsible for Debts. Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contragted by the Officers or Crew of the following Versels, during their stay in Hongkong Marbour :-ALLIE ROWE, Hawailan brig, Captain J. Phillips. - Wieler & Co. ASIA, British ship, Captain Thos. R. Inderson. Arnhold, Karberg & Co.

BENG SEWELL, American ship, Capt. S. R. Ulmes. - Pust iu & Co. ISAAC REED, American ship, Capt. J. D. Waldo: - Siemssen & Co. Octa, British steamer, Captain M. Duff.

-Adamson, Bell & Carry REMBRANDT, American ship, Capt. J. D. Paine.—Russell & Co. VELOCITY, British barque, Capt. R. Marin,-Pustau & Co.

BHIPPING ARRIVALS.

November 15, 1887 :-Activ, Danish steamer, 355, N. C. Revsbeck, Haiphong November 12, and Holhow

14, General,—ABSHOLD, KARBERG & Co. November 16 :--Ningchow, British steamer, 1,735, Castle, oochow November 13, and Swatow 15.

General -ARNHOLD, KARBERG & Co. Fushum, Chinese steamer, 1,504, A Croad, Shanghai November 12, and Swatow 15, General.—C. M. S. N. Co. Fokien, British steamer, 509, J. S. Roach,

Tameui November 11, Amoy 14, and Swatow 15, General. - Douglas STRANSHIP Co. Leander, British ship, 848, Arthur Hamilton, Shanghai November 10, Ballast. --Captain.

Firebrand, British gunboat, 450, Captain John Denison, from a cruise in search of H.M.S. Wasp, October 21.

Cordelia, British corvette, 2,420, Captain Henry H. Boys, Manila November 11. Protos, German steamer, 1,093, C. Sören sen. Bangkok November 2 and Bar 7

DEPARTURES. November 16:-Haiphowy, for Coase Ports.

Dardonus, for Amoy and Sharehall

vingop for Whampea. Mutine, British gunboat, for Shanghai, Yangtere, for Shanghai. Falkenburg, for Singapore. Marcia, for Nagasaki.

OLEARED. Danube, for Haiphoug. Sussex, for Nagasaki and Yokohama. Angers, for Bourabaya,

PARSENGERR ARRIVED.

Per Activ, from Haiphong, 28 Chinese. Per Ningchow, from Amoy, Mr. G. Taylor (for London), and 550 Chincso. Per Fushun, from Shanghai, 129 Chinese Per Folcien, from Coast Ports. 43 Chinese Per Protos, from Bangkok, 35 Ohinese.

Per Haiphong, for Swatow, Mr Lokai Hing ; for Foochow, The Right Rev. Bishop Burdon, Messrs C. H. Graco and H. M. Per Dard enus, for Amoy, 2 Europeans,

and 120 Chinese. Per Yangisse, for Shanghai, 2 Europeans, and 10 Chinese. CROWN LAND by Puncte Auction. Per Falkenburg, for Singapore, 145 Chi-

> To DEPART. Per Danube, for Haiphong, Mr and Mrs Fonsales, and 31 Chinese. Per Sussex, for Nagasaki, 1 European.

> > SHIPPING REPORTS:

The Chinese steamer Fushun reports: Had fresh N.E. monsoon and fine weather. The British steamer Fokien reports: From Tamsui to Amoy, had strong N.E. gale and high sea. From Amoy to Swatow. strong N.E. wind and dark cloudy weather. From Swatow to port, light Northerly winds and hazy. Steamers in Tamsui Fee-chen and Wayting. Steamers in Amoy, Don Juan, Patroclus, Hever, Zafiro and Ping Ching. Steamer in Swatow, Pechili.

The British ship Leander reports: Had modorate and light N.E. wind, fresh in Formosa Straits, very fine clear weather. The German steamer Protos reports In the Gulf of Siam, light S. and S. E. winds; afterwards fresh S.W., to latitude 13° North, and longitude 114° East; thence to port strong N.N.E. winds and high sea.

POST OFFICE NOTICES. MAILS will close:-

For SHANGHAL --Per Kungpai, at 3.30 p.m., on Thursday, the 17th inst. For HAIPHONG .-

Per Activ, at 5 p.m., on Thursday, the 17th inst. For SWATOW & SHANGHAL -Per Kutsang, at 5 p.m., on Thursday, the For SWATOW, AMOY AND FOOCHOW.

Per Namoa, at 5 p.m., on Thursday, the For AMOY .-Per Borneo, at 5 p.m., on Thursday, the 17th inst.

For STRAITS & CALCUTTA .-Per Arratoon Apcar, at 11.30 a.m., on Friday, the 18th inst., instead of as previously notified.

Per Octa, at 4.30 p.m., on Friday, the For NAGASAKI, KOBE & YOKOHAMA Per Thibet, at 5 p.m., on Thursday, the ___24th inst.

Quotations HONGKONG, November, 16. OPIUM-New Patna, cash, .. 495/971 New Bonaros, cash, 490/92 Now Malwa, cash,... 520 Allowance, Taels ... 32/48 Old Malwa, cash, ... 540 Allowance, Taels ... 24/48 Persian, Dily, cash 680 Allowance, Taels ... None Porsian, Paper tied 725/760

Allowance, Taels ... None Exchange. Honokono, November 16.

Bank, Wire. On demand, 30 dava sight 3/13 4 menths sight. Credits 4 Documentary, 4 months' -ight 3/21 On Paris-On demand, ... Credits, 4 months sight, ... 4.03 On New York-On demand. ... Oredits, 60 days' sight. On Bombay— On demand, On Calcutta-On demand, ...

CHINA COAST METEUROLOGICAL REGISTER. NOVEMBER 15. -AT 4 P.M.

On dament

Wl'ostock, 29.90 35 - www 2 b Nagasaki., 30.08 --Shanghai .. 30.12 61 60 NW 3 b Amoy 3 .07 75 48 NE Hongkong 30.05 74 29 NNB Haiphong, 30.12 77 47 NNW Bolinao, ... 29 86 83 -- NE 2 Manila.... 29,85 80 87 www 21 c 0.65 NOVEMBER 19. -AT 10 A.M. Wilostock, 29.01 27 | 67 E 1 6 Nagasaki.. 30.11 - - M Shanghai.. 30.14 53 80 W Amov..... Hougkong 30.15 72 24 N Haiphong. 30 18 65 93 NW 1

Bolinao ... 20.93 81 - 81 2 Manils.... 20.93 81 81 E The barometer has fallen slightly in the south. Gradients for N.W. winds are mod erate. The weather is fine, cool and dry. W. DOBEROK. Government Astronomer.

Hongkony Observatory, November 16. 1. BAROMETER, reduced to 32 degrees Fahrenbeit, and to the level of the sea in inches, tenth S. TEMPSEATURE, in the shade in degrees, Fahrenheit. 8. Howmery, in percentage of asteration, the

humidity of air saturated with moisture being 4. Dissertor or Wise, to two points. 5. Fonce of Wine according to Besufort 6. STATE OF WEATHER. & like sky, o demobed alouds, a drizzling, rain, flag, a gloomy,

l lightning, o overcast, p passing showers, p squally r rain, s apow, s thander, w visibility, w dew (west). 7. Bers in lunbes, i with and hypotredities

MEMOS. FOR TO-MORROW. Meeting+

2 p.m. - Meeting of Perseverance Lodge. Amusements. 9 p.m. - Performance at the City Hall.

General Memoranda. FRIDAY, November 18:-

this date subject to rent. 2 p.in.—Performance at the City Hall. SATURDAY, November 19 :--2 p.m. Auction of Household Furniture, &c., at the House opposite Japanese

Consulate, Caine Road. SUNDAY, November 20 :-Claims against the Octa must be in to Messra Adamson, Bell & Co., on or before this date.

MONDAY, November 21 :-2.30 p.m. Auction of One Lot of Grown Land at Hunghom. 3 p.m .- Auction of Twenty-seven Lots of Orown Land at Hunghom. Goods per Steamer Melbourne-unclaimed

Goods per Borneo undelivered after this

date subject to rent WEDNESDAY, November 30 :--List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date. List of Contributions to the China Fire

after Noon subject to rent.

before this date.

A. S. WATSON & Co., LIMITED. ARE NOW SHEWING

Insurance Co., Limited, to be sent in

CHRISTMAS & NEW YEAR CARDS, including some

NEW SEASON'S

THROMOS OF SWISS AND HOM SCENERY. suited for Framing.

Christmas Confectionery

will be OPENED out in A FEW DAYS. A. S. WATSON & Co., Ln. THE HONGKONG DISPENSARY

Hongkong, November 14, 1887. 2227 The publication of this issue commenced

The China Itail.

HONOKONG, WEDNESDAY, NOVEMBER 16, 1887.

TELEGRAMS.

(From Le Courrier d'Haiphong.)

CONVERSION OF FRENCH STOCK HANOI, 6th November. The Chamber of Deputies has adopted by great majority the Bill for the conversion of French 4 per cent. and 42 per cent. (old) stock into 3 per cent, stock (old).

THE NEW GOVERNOR OF INDO-M. Constant, Governor General of Indo-China, has embarked at Colombo for Saigon.

FRENCH APPOINTMENTS. M. Piquet, Resident General in Cambodia, and interim Governor, has been appointed Lieutenant Governor; M. Klobu kowski. Consul for France, has been appointed Secretary General of the Government M. Richard, Governor of Reunion, has been appointed Resident General Tonkin and Annam. M. de Champeaux. principal administrator of internal affairs. has been appointed Resident General in Cambodia.

LOCAL AND GENERAL.

PASSED SURZ CANAL OUTWARD BOUND :- Victora, H. Haarfages Aug. 23 : Toonan, Oct. 10; Althacraig, Menelaus, 14; Teresa, 18 Cuclops, Flintshire, Nestor, Poseidon, Cambodia, 25; Achilles, Apa, Glengyle, Nov. 1; Chingwo, 4; Dinbighshire Glenartney, Lydia, Bayern, 8; Teviot Ursula, 11; Djemnah, Prometheus, 15. HOMEWARD BOUND:-Hankaw, Bept. Bothwell Castle, 23; Glenavou, Lord the Isles, 27; Benlarig, Hector, Againemnon, Volga, Polyhymnia, Car. marthenshire. Oct. 4; Elektra, Glenearn, 7 : Diem. ah, 11 : Cardiganshire, 14 ; Bellerophon, Glenroy, Electro, Titan; Moray. 18 : Glenfalloch, Imperator, 21, Olympia, 25 : Breconshire, Nov. Orestes, Palinurus, 8: Diomed, Glen-

ogle, Hesperia, Port Adelaide, 11; Ajax. Saghalien, Mosser, 15 The steamship Ravenna, with the ENGLISH on Friday, the 11th instant, at a.m., and may be expected here on or about Thursday, the 17th just. This packet brings replies to letters de

spatched from Hongkong on Sept. The P. & O. 'extra' steamer Khina left

about the 17th inst.

Hamburg, left Singapore for this port China now for the first time. on the 11th instant, and may be expected here on or about the 18th just. AN EXTRA-TERRITORIAL EQUADBLE IN SHANG-The steamship Tertar, from Antwerp, Li- HAL-There seems a prospect of a father verpool and London, left Singapore on | neat extra-territorial squabble in Shanghai here on or about the 19th mat.

or about the 21st inst.

on or about the 22nd inst.

on or about the 22nd instant. Owing to the heat of the weather the Football practice, under Rugby rules, fixed for To-morrow, the 17th instant, is postponed to Thursday, the 24th lustant. send in their names to the Hon. Secy.

Surprise Company's entertainment in that a large number will avail themselves

MESSES Gibb, Livingston & Co. inform us that the Ben Line steamer Benglos, from Antworp and London, left Singapore yesterday for this and Japan ports.

WE received some days ago the Anglo-Chinese Date Block for 1888' from the office of the North China Daily News-B Goods per Glenshiet undelivered after very useful and well-got-up date block.

> Ir is now asserted by the Mainichi Shimbun. in correction of a former statement, that the Japanese Government have ordered the man-of-war which is to replace the Unebikan from England ; and that Messrs. Sakurai Shozo and Kurobe Konsho, of the Naval Department, are to leave for England shortly for the purpose of superintending upon knowing the weater of so cumping the construction of the new vessel. Part | shoe, sent through all his kingdom in search France. It is understood that the ship and story of Cinderella, the messengers finally her armament will be completed within discovered Rhodope, fitted on the shoe, and three years. Three 32-centimetro guns are carried her in triumph to Memphis, where to be ordered from France, at a cost of she became the queen of King Psammeticus, 100,000 yen each.

BEFORE Mr Mitchell-Innes in the Police Court to-day Li Asu, stonecutter, was sentenced to three months hard labour for MEETING OF THE LEGISLA being in unlawful passession of several boards of the value of \$1.20. -- Wong Akau, bricklayer, was sent to prison for six months for stealing a bundle containing two blan- H. E. Sir William Des Voeux, K.C.M.G. banishment, was sentenced to twelve months hard Inbour and six hours in the Colonial Secretary; Hon. E. J. Ackroyd, stocks -Leung Yan, a coolie who was con- Acting Attorney General; Hon, A. Lister, victed of bresking into a godown with intent to commit a folony, was sentenced to four months' hard labour.

HENRY Watson and John Roy, wardmasters of the Government Civil Hospital, were brought up to-day on remand before Mr Wodehouse, the first on the charge of stealing the property of a patient, and the second for aiding and abetting the felony. Mr Johnson (Crown Solicitor) prosecuted, and Mr Webber appeared for the second prisoner, Roy. The evidence of Dr Thompson, Mr Roger (the steward), and Japanes boy of the patient was taken; and the hear ing was adjourned until to-morrow, at 2.30 Roy was bailed for \$1000. We shall give the report of the evidence in to-morrow's

Some additional evidence in the case of Lucas v. Demée was heard in the Summary Court this afternoon. Henrique Hyndman. anfaccountant to Messrs Fonwick & Co., said he was engaged to help Demée to make out his accounts and found the surpluses were more than the deficits. The books who desire it. were not made up to date. After hearing some further evidence His Honour (Mr. A allow some independent person to examine the books and ascertain the position of affairs before Demée took over the books. and at the time he handed them back, so as to ascertain what deficit, if any, had

Ma Mitchell-Innes heard further evidence with regard to the Namtau rendition case at the Magistracy yesterday afternoon, M Caldwell appearing on behalf of the Chi Cheung Fat pawnshop, was called to prove the accounts showing the amount of money the burglary. Chun Lam, a coolie at No. 7 Station, stated that he was a native of Namtau and knew the prisoner since boyhood. Witness was at the station when prisoner was brought in under arrest and somewhat nearer to realization. recognized him at once. Prisoner's name was Chiang Ching, and he had lived with his father and mother about 30 houses from witness's house. The prisoner made a statement that his witnesses were afraid to come up having been intimidated by the mandarine. His Worship said he would inquire into the matter, and remanded the case until Thursday next. The prisoner Benalder. Neckar, Yangtsé, Palamed, was again brought before his Worship this afternoon, when he repeated the statement

that his witnesses were afraid to come forward. He gave the names of a few witnesses, and His Worship adjourned the case Mail of Oct. 14, was to leave Singapore in order to see whether these could be got to give evidence.

Times of the 5th inst :- The divergence between the two countries still continues. but perhaps there is at the moment less agrimony and more chance of settlement Singapore on the 10th instant, at 1 Portugal claims as ber dependencies the p.m., and may be expected here on or islets of the sea and the territory on the mainland that have been under her un-Shire Line steamer Monmouthshire, disturbed rule for centuries past, and from Hamburg and London, left Sings. claims no more; while China apparently pore on the 11th instant, and may be desires to limit the governmental domain of expected here on or about the 18th Macao to the land on which the city stands. and the two harbours. There are also The D. D. R. steamship Frigga, from other points of disagreement raised by

the 12th instant, and may be expected The Victory Li, it appears, granted a 14th inst., and may be expected here on Japanese, it is said in concert with two with double postage rates. Chinamen, have started a similar enter-The E. & A. S. S. Co.'s steamer Airlie prize, in consequence of which the District left Port Darwin for this port on the Magistrate, and the Mixed Court Magis 12th inst., and may be expected here strate have requested the Japanese Consul tence of the sender, is insufficiently pre-General to stop the mill in question, whilst The Ben Line steamer Benglos, from Lon- the Chinese associates are to be arrested don and Antwerp, left Singapore on the and tried. We shall be curious to see the 15th instant, and may be expected here jupshot of this, more especially as it is stated that some years ago, a similar enterprise was stopped by the U. S. Consu General. This, it is true, was said to be the actual property of a Chinamari, although nominally belonging to Americans, but unless the mill itself is situated outside the boundaries of the Settlement. It is difficult Members intending to play are requested to to see what arcuse the consuls can have fur interfering in the matter, for we fail to discover that one of Law pet moneroly schemes Wa would remind our renders of Silve's | can be binding on others, more especially when, as in the steamer case, one of his own colleagues eays that there is no law City Hall to-morrow night, and we trust which enables him to grant such privileges. and simply delies the great man. It remains now to see what the Japanese Const of the opportunity of enjoying an evening will do under the circumstances --- fond

beautiful Egyptian maiden, who lived 670 years before the common era and during the kings of Egypt. One day Rhodope ventured to go in bathing in a clear stream near her home, and meanwhile left her shoes, which must have been unusually small, lying on the bank. An eagle, passing above, charged to catch, eight of the little sandals, and mistaking them for a toothsome tid bit, pounced down and carried one off in his beak. The bird then unwittingly played the part of fairy god mother, for, flying meticus, was dispensing justice, it let the

shoe fall right into the king's lap. Its size beauty, and daintinesa immediately attracted and the foundation of a fairy tale that was to delight boys and girls 2400 years later. -Jewish Messenger.

TIVE COUNCIL A meeting of the Legislative Council was held this afternoon. There were present: Colonial Treasurer Hon. J. M. Price, Surveyor General; Hon. H. G. Thomsett, to the Finance Committee. Harbour Master; Hon. Wong Shing, Hon. Bell-Irving, Hon. C. P. Chater, Hon. A. P. MacEwen, and Mr Seth, Clerk of Councils. Absent, Hon. P. Ryrie. The Colonial Secretary By direction of

on the table a message from him. MESSAGE FROM H. E. THE GOVERNOR. The following message by H. E. the

His Excellency the Governor I beg to lay

Governor was then read :--16th November, 1882 Honourable Members of the Legislative louncil. I have had the honour to cause to laid on the table of the Legislative Council the Estimates of Revenue and Expenditure for 18-8, and I would request your special attention to them, masmuch as after so short a residence in the Colony. my views as to the items appearing therein, and as to the omission of others, which have been proposed, may very possibly be mo-dified under the fight of your local expe-

The Report of the Honourable the Colonial Secretary and Auditon General in these Estimates deals generally with their contents. More specific explanation will be given orally in Council to those Members

I deem it well, however, to note here that there bas, by an oversight, been omitted from the Estimates of Expenditure J. Leach) adjourned the case till Friday, to an item for a light house to be situated either at the Gan Rock or on some other spot, as may be settled with the Imperial Government of Ohina; and I take the opportunity of saying that this important ubject is engaging my earnest attention The amount \$30,000 set down for this item is as large a sum as can probably be

expended on the object in question during the large sum of \$600,000 for what you call I am glad to be able to congratulate you on the satisfactory financial position of the Colony. Though the balance to credit which is expected at the end of the year 1888 is not a large one, owing to the heavy ness Government. Ip Shut, partner in the expenditure, the revenue is steadily in the Hongkong Sessional papers, to the creasing, with good promise of still further large accession in 1889 on the conclusion of remaining in the pawnshop on the night of the present Opium contract. Several important works, such as a New Sheep Market. Slaughter Houses both in Victoria Kowloon, and Public Laundries which are required to meet the increasing needs of the Colony, will have to be undertaken. as soon as these expectations approach By Command,

FREDERICK STEWART, Colonial Secretary.

THE LATE DELIVERY OF UNSTAMPED LETTERS Mr MacEwen The reason I gave notice of the question which stands opposite my name is that the attention of the Chamber of Commerce has been drawn-His Excellency - Excess me. Mr. Mac-Ewen. I must interrupt you. It

practice to make a speech on a quesion. If this question is given not for purpose of obtaining information but for the purpose of giving the reasons why you think a certain practice is wrong. the proper course to pursue is, that is to PORTUGAL AND CHINA - Says the Chinese say if you are not satisfied with the reply given, is to make a motion. You must now

confine yourself to the question. habit and I am merely following the usage.

merely put the question. His Excellency—I think if you consider it, you will see that it is not in accordance with reason to allow speeches to be made on questions as debates might arise and serious inconvenience be caused. Mr MacEwen them formally put the

following question:-1. Whether it is correct that Correspond

The Colonial Treasurer said Corres. pondence which, through some inadverpaid, is delivered with as little delay as possible; but that which, in contravention of Postal Regulations, is despatched by the sender without any attempt at prepayment is allowed to stand over until it can be dealt with without unduly delaying the paid son doubled under all circumstances. I would correct than to say for many hours SUPPLEMENTARY APPROPRIATION ORDINATION friend opposito in a week would

The Colonial Secretary moved the second rities of said Companies at H me arereading of the Supplementary Appropriation | among the affect procuments | My object Ordinance for LESS. The sum provided for this is one of the nicet expensive the year was \$1,782,182 and the sum actually I places to live in the leak, as regards living.

WHO WAS CINDERRILL ?- Cinderella's real expended was \$2,020,861.65. This Bill asked name, it seems, was Rhodope, and she was for a much larger sum than the difference, Gamely, \$392,462.30, that is \$103,782.65 reign of Psammeticus, one of the twelve more than was columly expended. This was accounted for by the fact that the Treasury instructions did not permit the savings on certain sums voted for cortain purposes to be held over for ther purposes and therefore they had to be provided for. In the case of establishments the large item of \$7000 odd was probably due mainly to directly over Memphis, whereiking Peam- the drawing of salaries at 4/2 by officers who had that privilege. With regard to the services exclusive of establishments the the royal eye, and the king, determined sum of \$25,000 was due mainly to the excess of the Colonial share of exof the armament is to be ordered from of the foot that would fit it. As in the penses for the Postel convention. Then there was the large aum of \$20,356.78 for works and buildings. Under this particular head there was a sum of \$8,000, which was for works which were entirely new and did not appear in the catimates for last year at all; and it was therefore necessaryt e include them one by one in this supplementary estimate. With regard to extra public works the increase was due to the much larger sum spent on the Tytam works than was originally expected. The detailed statements were on the table and kets.—Yuaog Afui, for returning from Governor; His Honour Mr J. Russell, he would be ready to give any further Acting Chief Justice; Hou. F. Stewart, particulars when they went into committee on the Bill.

The Colonial Tressurer seconded and the Bill was read a second time and referred

THE APPROPRIATION BILL FOR 1888. The Colonial Secretary then moved the second reading of the Appropriation Bill for 1888 He said he had very little to add to the report which he had prepared on the

His Excellency-Which I presume has been laid before the members.

The Colonial Secretary said it had been before the members for some time. He then made a statement corresponding almost entirely with the paper, Roport on the Estimates for 1888 given elsewhere. The Harbour Master seconded.

Mr MacEwen-I would take advantage of the opportunity which has been kindly offered by you in your speech to the Council to make a few remarks on the estimates. would congratulate the Government on the elasticity of the revenue as shown by the figures which have been presented to us this evening. The estimated amount of revenue for this year was \$1,291,270 and the actual amount received turned out to be \$1,395,295, or over \$100,000 in excess of what was estimated. The estimated revenue for the year 1888 is given out at \$1,484,000; and I should gay that it is extremely probable that this sum will be considerably increased. and after taking into account \$200,000. the amount which you think will be realised from premuims on land sales, you have a balance of over \$113.000; after devoting extraordinary public works. Your Excellency mentions the sum of \$30,000 for the cost of a lighthouse on the Gap Rock. His Excellency-That was due to your suggestion. It was omitted owing to an

lover sight. demands for works involving extraordinary Mr. MacEwen I would refer you to speech made by Sir William Marsh increase; while it will probably receive a last year. The estimated extraordinary expenditure for this year as given by him. as regards Taitam Water Works Victoria College the Police Buildings and Military defence, amounted to \$307.000, whereas the total this year is \$246,000. Last year there was an over-estimate. I think now it is very probable that what is put down in the estimates will not probably be all required. His Excellency—I do not quite follow you. You mean that the actual expenditure has been less.

> Mr Mackwen-I mean that instead of having a balance of only \$113,000 you will very probably have considerably more at the end of the year. His Excellency-You mean from the experience of this year when very much less was expended. Mr MacEwen-There is another point I

would draw attention to. Under the heading taxes and rates estimated for 1887. the sum put down was \$456,000, whereas not in accordance with Parliamentary the actual amount collected was \$481,000, showing an excess of \$25,000. Under the heading of taxes for the year 1888 is put down the sum of \$545,000, or \$66,000 in ercess of what has been actually collected this year. I have no doubt the Colonial Freaturer errs on the right side and underestimates. Now the municipal rates of this Colony have been for several years at 13 per cont. This is a burden and a heavy tax which press on the population and more particularly on the poorer class of Europeans. certainly was disappointed that the Colo-Mr MacEwen-It has always been the mal Secretary held out no hope of any reduction in the taxation, because in the con-

versation I had some months ago with I bow, however, to your decision and would the Colonial Treasurer I certainly underatold from him that he would strongly recommend the Government to reduce the Municipal rates, if possible, although hardly agreed with him as to the amount of reduction. I hope that your Excellency will see your way to bring the Municipal rate down to 10 per cent. This would give great satisfaction, and I think that on the figures it might be done. Of course we are met from the official side by the statement that we have public works and that it is impossible to reduce the taxation. My monopoly of the establishment of mills for dence from Coast Ports arriving unpaid is argument now, as before, is that it is The China Shippers Mutual S. N. Co.'s weaving notion cloth by machinery to a subjected to a delay of many hours before unreasonable that the present generation steamer Copack left Singapore on the certain company, and it seems that some delivery ensues, in addition to being charged should bear the whole burden of public. ought to borrow. We borrowed £200.000 in order to enable us to pay for expenses and at the time certain official members said we would not be able to pay a sinking fund and interest, whereas the financial statement before us shows that we have devoted \$44,666 to the Sinking Fund and \$40,000 interest, making a total of \$84,000 for that item sions. Why not berrow on the Taitam water works. I think it is a legitimate public work which future generations ought to pay for. Someschame might be carried out whereby the money would be tents of the mails. Insufficient postuge is repaid in 80 or 40 years. This would refurnish the breasury and relieve the present just add that for some bours' would be more strain. It, however, the Secretary of State continues to object, I have

> get up a public Company to take over the works. This is perfectly lightmate. Theseduis to alleving the Municipal ten as

not the least doubt that my bon.

house rents and everything. You have that the matter has been brought to my atalready touched on the lighthouse. I was tention it will be pressed forward with as II. The Ordinary Expenditure considerably surprised when the estimates much speed as possible. With regard to were presented to this Council that not this Public Park of course I was not aware notice had been taken of this matter, which I of all the circumstances which the honorable Lithink must be considered as almost a burn- | member has mentioned, and after what he ing question of the day. An arrangement has told me I shall certainly consider the was made with Sir Robert Hart that if we matter further. But I beg also to point out paid for this light the Customs people would | this, that if the honorable member wishes

His Excellency-We wore to furnish the expensive works and parks and several Mr MacEwen, after detailing how the rable and which no doubt are desirable, I matter had been shelved hitherto, urged on think the surplus will become very small behalf of the Commercial Community, indeed and leave us nothing whatever for 13 whose sentiments he said were 'Tax us but emergencies; and I don't think it is at all. give us he light that some progress should desirable that in a case of emergency a be made with regard to this most Colony like this should be placed under the important work. He next referred at necessity of borrowing immediately, more some length to the proposed park at especially in respect of a matter which is not Wong Nei Cliong valley. He said likely to be productive. Unless we go into a committee had been appointed in the this financial operation which the hon, memtime of Sir George Bowen and the first sod ber suggests, and of which I am inclined to because the millions were not then present that the hon, member has drawn at commencing then would interfere with the | we can conveniently do so with a reasonraces and nothing more had been done, able probability of keeping a fair surplus. they were aware of what was being done, doubtedly be provided as rate a commencement made. Mr MacEwen bound to say that a priori I then referred to the necessity of making the I very much inclined to approve of the were keeping things dark from them. He said in conclusion that if His Excellency works he had mentioned he would do more ! had done during their whole term of office.

the taxation, and would push forward the a length of time, I shall consider carefully good in a short time than his predecessors towards publication can't be made in the His Excellency—I am under an obligation to the Hon. member for having brought my attention to various points which, although able to have secrecy is being discussed. not forgotten, still from the very forcible I suppose there may be such things, \$70,000; Causeway Bay, \$15,000; Kenned manuer in which he has put them show that although it is not very clear to me Town, \$25,000; Western Market, \$40,000 they evidently deserve very earnest atten. at the present moment what they can be; and Contribution for Special Defence Works tion in the future; and with regard to this still I have no doubt there must be. At the \$130,000. proposition as to reducing taxation I must same time I think a little too much is made point out to the lion, member and the other of this: Without young so far as to charhon, members that, on the face of the actorise this well, I shill not use the term, estimates as laid before me-and after a but I think too much is made of it at the careful examination I have every reason to same time, because when it is borne in believe that they are on the whole correct mind that every single item passed in made by Ordinance. the credit balance, before this extra amount Finance Commit ee may be brought un for the Tytam Waterworks is paid, will at in open Council and explanations the end of the year be very much less forced out of the most reluctant than this Colony has usually had in hand officials or anybody else, it a pears to me for agreatmany years past. At the same time the objection is not quite so strong as it is I don't meat to say that it is not consistent | said to be. With all that I am inclined to with an excellent financial position, for I favour it, and I am very glad to say that know it is. At the same time there is the on the whole I am obliged to the hon. fact, and I don't see how you can deal with | member for having drawn my attention to it unless you go into a financial operation a number of points which are certainly such as the hon. member has sketched. It is | well worthy of consideration. perhaps somewhat ourious that I was only ! The Colonial Treasurer referring to to-day saying with regard to very many remarks made by the Hon. Mr Mac on her way up the Canton River, and about public works that it seemed to me very re- Ewen said that he had up to last markable that a gigantic work like this of year based the estimates for the the Tytam Waterworks should be paid to next year on the actual revenue for the any extent from the revenue, being ob- first half of the current year without o'clock, when the vessul was about half-way viously one that might effectually be allowing for the gradual increase in the on her journey, as I near to Chua Pee we jumped : I cannot swim, but Capt. do The Chairman-If the Justices are not partly by our successors. At the same time pretty large surplus. This year how. Point. The Wahyung, which was owned hon, members will see that having come to, ever he had allowed for the gradual by Sin Kee of the Nam-pak Hong. diers came down from the Fort and asked before us, the Colony only five weeks ago, to reverse a increase in the revenue, and consequently kong, left this port about five o'clock yes. us to go up there and get shelter for the Mr Francis—What did the police say last ing on deck has taken place with the con-express agreement of the charterer or the ant public works requiring to be entered ference to the reduction of taxation he expaid for out of a loan; but at the same time I | made for the present; but he pointed right to decide it, or that the Secretary of principle of which was to broaden the area

pathise with the hon member in his views, former years, while it would still, he passengers and a general cargo, the unusu- Point and went on board her. I think and he said, just the same as this year, a wrongful leading of the goods on deck. The first of these exceptions to the rule is upon it should be fairly open to consideration whether such works as these should not be don't think that in the very few weeks out that the whole subject of taxation I have been here either that I have the State should be likely to think my judg. of taxation and by that means, if possible, ment was of very great value. For that -reason, while I would be inclined to accept his suggestion if it should be found that such a course is required. I scarcely think I should be instified at the present moment in adopting it. I um quite aware of the heavy taxation to which the his attention to the subject and would hon, member has referred, and if there study the opinion of the Colony. He conshould be either by the means suggested sidered it his duly however, especially dur by the hon member, or if there should ap- ing this year, to take the advice of his pear to me any other feasible means of do- Council. He was afraid he could not hold ing it, I should be most ready to consider out any prospect of a reduction this and adopt it. With regard to the Light- year. house I understand that the noninsertion of this item in the Estimates was purely an overeight, probably due to the fact that there has been a very great difficulty, as hon, members are aware, in settling the actual site for the Lighthouse. It seems to me remarkable that a greater coincidence of opinion should not have been arrived at during the many years this question has been in doubt. At the present moment it seems to have gone so far-as that the Chinese Government is willing to erect and maintain a lighthous; at their own expense-I presume they mean to maintain it at their own expense—if we furnish the money. Then comes the question of where it is to be. The Chinese Government express a desire for erecting it at a certain point which our own Naval officers, supported by the opinion of the mercantile captains, believe to be a very bad place. In fact, Commander Moore in an exceedingly able letter on l the subject shows in a mauner which I must say convinces me at least

and that really only at one time of the year would you be able to light it. I don't think that even if the difficulties are auperable, the matter is by any means a sim- | 6 ple our. I fancy that has a great deal to do with the delay—the difficulty of erecting it in this place and the difficulty of maintaining it. However, the matter will be pressed forward now for I am quite determined that if the matter can be brought to a head if shall be. It has been in suspense long enough and it might be decided one way or another. 8 I trust when these reasons are placed before Sir Robert Hart that we shall be- 10

ed out by Sir Robert Hart would, if any.

thing, do more barm than good, inamuch

as it would put the light something more

than a mile inside of a dangerous rock,

which in time of fog would be more likely

o bring yearels on shore than to keep them

think a lighthouse at this place would be a

very doubtful good indeed. With regard

to the Gap light; sa to its being

the best place. I am advised that it

is by no means a simple thing to

put a light there, or to supply it;

off I confess that from his arguments

fore lung come to au amicable settlement Unfortunately we are of course bound by the Chinese Government, because is their territory. The papers on the anbiect ware misisid; I am so ry to say, for the last few days, and I was, under 10. This makes the sum of the impression that it was still before the Chamber of Commerce, but now

to sea reduced taxation while going in for

turned by that Governor, who told the peo- approve, we could not do it. Unless we ple that he had been accustomed to address do this we shall simply be in the posimillions in the Colonies, and who doubtless tion of having no balance at all. Now never went further with the matter. In tention to this Park scheme I shall give it the month of November it was proposed to my best consideration, with the view of begin the work, but it was suggested that doing something in the matter as soon as At the first Jubileo meeting it was re- I don't think that a large amount of expensolved by a large majority to construct sive ornamentation would be necessary the park, but Mie Government, although at first, for although that would nuafterwards came in and votoed the matter, as convenient the more immediate In a Colony so crowded as this there was want I think is for an open space which great need for such an open space. He had | could be used as a health resort. I think observed the students from the Alice Me- that is very reasonable indeed. I think we School and The Medical Department, \$3,424 morial Hospital playing cricket there, and should make an effort to do that, and due to an increase of the staff and an addithere were many others, who if the place | then go on making it a beautiful park such ation to the Salary and Emoluments of the were in a good state, would take advantage as a town like Victoria deserves as Colonial Surgeon on relinquishing private of it. It would be a great boon if quickly as our means will permit. With practice at the end of this year \$25,000 could be provided for this or at any regard to the Finance Committee I amam

meetings of the Finance Committee public. hop, member's idea. It struck me when I He maintained that the Government should | first came here. At the same time, as be as open as day on public matters, espe- said before. I am a newcomer and I don't cially matters of Finance. The matters like in the face of what has been going on therodiscussed were often trifles-mereques- so very long to say at once that it can be tion of an extra punkah for an official or an safely done away with. I confess my extra coat for some official's coolie, but the sympathies are with those who believe that public should not be allowed to labour all matters of public expenditure should be under the impression that the Government | matters for public discussion, and I shall enquire into this matter in the course of this year. Without wishing rapidly to change would recognise the desirability of reducing a thing that has been the practice for such

> direction of only closing the doors-which can be done in open council-when something in regard to which it is really desir-

pressed the opinion that a reduction of one per cent, would be as much as could be would shortly be dealt with in a bill, one

lessen the burden on the individual, Mr MacEwen-The municipal rate should at least be the same as in Hennesey's time -11 p r cent,

His Excellency said he would devote

The Bill was then road a second time and referred to the Finance Committee.

REPORT ON THE ESTIMATES FOR spreading. The second engineer, REVENUE. When the Estimates for 1887 were laid before the Council, the Revenue for the year was calculated at \$1,291,270 The actual Receipts, however bave been greater than was then anticipated, and a revised Estimate makes the Revenue for the year ... \$1,395,295 In addition to this, the sum realized by Premiums on Land Sales will amount to ... \$ 100,000 The amount obtained by Loan

(£200,000 a 3/3d.) was ...\$1,230,769 that to put a lighthouse on the place point 4. Those three items give the as available for the service of the present year, On the 1st January 1887, the Balance to the debit of the Colony was 5.4. 191,512 The estimated Ordinary Ex that is, \$238,566 in excess of

what was anticipated at the time the Estimates were framed. The estimated Extraordinary Expenditure will was expected.

These three items give as the amount to be provided for the present year. There remains, therefore, the. as the amount likely to be available on the Slat December. 1887.

The year 1888 will thus begin The Revenue for 1888 has and the amount likely to be realized from Premiums on Land Sales will be ...

available for the service of the year 1888.

EXPENDITURE. and the Extraordinary Ex-

penditure will probably be ... 8 606,000 ...81,924,545 giving a total of and leaving balance of ... 8 113,677 on the Slat December.

current year. This increase is made up of the following items :--

Pensions, ... Establishments. Roads, Streets, and Bridges, ... 11,000 Miscellaneous Services. ... 12.884 If from this is deducted.

(the decrease on Works and

Buildings) the balance is, as

14. The Establishments in which largost increases, are necessary are The Treasury, 83,942, due to the increased staff required for the collection of Revenue: The Public Works Department, \$17,061, due principally to sums required for the Sanitary Sub Department ; The Harbour Department \$4.542 on account of the creation of a Sub-Department in connexion with Imports and Exports : The Education ! Department, \$11, 30, to provide for the increased staff of Masters required for the new Central

chiefly for Roads in Kowloon. 16. In the item Miscellaneous Services the chief increase is that of \$6.474 in connexion with the Lock Hospital. By recent instructions, no fees are now collected under the Contagions Diseases Ordinances, and therefore the whole expense, \$10,474, falls or the general Revenue of the Colony.

15. In the item Roads, Streets, and Bridges

the increase amounts to \$11,000, required

17. The last item of increase is that \$41.666 required for the Sinking Fund connexion with the Luan. 18. The sum of \$606,000 set down for

Extraordinary Public Works consists al most entirely of the sums required for the this year whether large steps at all events completion of works now in progress. The Taitam Reservoir, requires \$10,0 0; Victoria College, \$31.00 ; Sanitation, \$30,000; Police Building Extension. \$45,000; the New Central Market, \$100,000 : Hospital Extension, 830 000; Water Distribution.

> 19. The sum which the Council is asked to vote is \$1,162,801, being the ordinary expenditure for the year, not including 8117.744 on the Civil List, and \$38,000 for Pensions, for both of which provision

FREDERICK STEWART. Colonial Secretary and Auditor Genera lst November, 1887.

RIVER BURNING OF THE

WAH YEUNG. The Wuhyeung, a river steamer of 313 tons, trading between Hongkong and Can-The terrible disaster occurred about nine ally large number of passengers being ac. there would be about 200 saved and over that there were no police objections. counted for by the exodus of visitors that of the Jubilee celebrations in this Colony. Junks cruising about but they never report may be obtained as to whether the The ship was densely crowded with these holiday-makers, a large proportion of whom | tain and officers. Of course we could take were women and children. All went well nothing with us from the Wohyeung and until the hour mentioned, when, suddenly, too well founded. What the origin of the fire conjecture with regard to it is that some of the Chinese passengers had been smoking some muterial of an inflammable character amongst the cargo -but it was evident that who jumped overboard and who could An adjunct licence did not entitle ward 100, but unfortunately the report of was given and no objection taken. Apart the fire had got a serious hold before any swim did not manage to reach the shore, the applicant to sell drink to anyone that case is not before the Court, and we from any other distinction, it will at once measures could he taken to prevent its

notice the beginning of the conflagration, immediately informed the Captain, Mr De Witt, who, having called the Chief Engineer, Mr Charles Chambers, be done. They attempted to go down the companion way, but by that time the thick sufficating smoke from the buraing cargo and timber was coming up in so dense a mass that to descend with the hope of coming up again alive was impossible. The officers, after one or two efforts to get down, gave up the attempt and ran forward. - By this time the crowd of Chinese passengers were in a state of the wildest excitement, and the scene on

but little that could be done. The Captain and officers, the only Europeans

The engineers had been driven from the engines soon after the fire was observed but the vessel continued to go full ancod towards the bosch. The officers were in momentary expectation of an explosion occurring and had given up all hope of ever leaving the vessel alive. Fortunately for them, however, no exploother things which he seems to think desi- 12. The Ordinary Expenditure for 1888 sion did take place, and a few seconds after will be \$73,111 more than that for the the ship touched the bank of the river they leapt into water, the deck being then burn ing under their cet. They could all swim except Chambers, the chief engineer, but he thanks to Captain de Witt's gallant efforts. was safely taken on shore with the othera-Hannan the second engineer, and Sindel the chief officer. As the Wahneung struck the beach a bont of the s.s. Pasig came round the Point and succeeded in picking up about fifty of the passengers out of the water. The s.s. Powan, which was astern of the Hahyeung going up the river, also despatched a bont to the rescue in which about twenty passengers were saved. A boat from the Falshan, which was further up the river, also saved a few. I few were saved by the steam launch Kam Wah belonging to the Tok Kee, and by Chinese Customs boats. About a hundred altogether succeeded in getting ashore from the burning vessel. We are informed that the Wahyeung had

on board, including the crow, about 620 persons. Among the passengers were about 20 children. The cargo consisted of 100 pieces of lead, 21 cases of opium, and over be. 100 packages of merchandise. There was no kerosene oil on board. The Captain and officers of the Wahyoung arrived here with the Pasia about half-past four this morning. The Captain and the chief officer, along with owner of the -ill-fated steamer. left in a steam launch about six o'clock way. There was a certain child in the for the scene of the disaster. The Wahneung, we understand, was not insured. Among the rumours prevailing with regard Mr Gower-Mr Goldsmith was present to the disaster was one that the vessel had a large quantity of kerosene on

board, but this, we are assured, was not the case. Another rumour, equally unfounded, was that the catastrophe was the work of incendiaries. Hospital have despatched four steam. launches to the scene of the disaster bar.

for the purpose of picking up bodies. PERSONAL MARRATIVE OF THE DISASTER

count of the disaster :- We left Hongkong about half-past five last night on our usual run to Canton with Chinese passongers and cargo. We went along all right till about nine o'clock, when the second engineer, Mr Hannan, discovered fire in the afterhold. He came up immediately and informed the Captain, who called me. Ho said we will go down below and see what are aware we can do.' I-replied 'all right,' and went with him. We made to go down the companion, but the smoke by that time was there. sufficating, and I said, seeing the Captain sake don't go down; you will never come | the men. up again. We then went forward, where Mr Cox-One was part of the family aid all the people were running to, and by the another a servant. time we were there a few accords the whole ship was in flames from end to end. | condition that these children were not We tried to get out the lifeboats, but allowed to go to the bar. them and we could do nothing at all. A put down on black and white? ton, was destroyed by fire last night while lot of the passengers were jumping overboard with anything they could get hold of then sent for. to keep them affoat, and the scene on deck three hundred Chinase passengers perished. was something terrible. When the Captain stood that certain things should be done, saw that the ship was on fire herran her for and the applicants com again and wo the beach. We stayed forward until the cannot get any information as to what has Witt saved my life by taking me ashore satisfied with the police report we can re- titled to contribution from the owner of the age. Stowage is primarily the duty of the with him. While we were there some sol. mand the case and ask that a report be laid ship for less by jettison, and C. J. Tindal shipowner and master, and nothing absolves.

300 burned or drowned. When the Pasig well treated on board the Passy by the Cap- granted have been observed. have lust everything we had on board. Our say, not more than twenty minutes from Police objection. the time we saw the fire till the whole full steam on to the beach, and she was fore we jumped. There were a lot of small- but had now been changed. the current being so strong that it carried a who went in and asked for it; it do not therefore know how the consent be seen that the present case differs from lot of them away up past the Pourt. Some | was merely a licence which enabled him to | was given nor whether the goods were | either of the case cited. In the case under Mr of them were picked up two miles ahead of supply drink to those who made use of the carried under a bill of lading; and in consideration the evidence is by no means

to accompany him, went to see what could with which the fire spread, leaving no time public n's licence if he could get it. consisted, as was rumoured, to a large ex- in the first place. tent of Kerosene, this was only what would have been looked for, but it appears that there was no Kerosene on board. It is stated, however, that Kerosene was fre- The Hangkong Hotel, the Victoria Hotel, quantly carried, and that, from leakages, The Land we live in tavern, the German this highly inflammable oil.

It may be questioned whether the Wahwand was the best kind of boat for the kind of work to which she was devoted, or that she was kept in the best order proper deck was one of the atmost panic and con- to passenger-cirrying vessels. But to fusion. Scarcely had the officers reached judge by the facts as they now present the forward part of the vessel when a vast thing, in them to show that reckless mass of flame rose above the after-hold and ignoring of danger or neglect of ordinary driven by the wind, which was blowing from catastrophes of this appalling kin. The 284 cases of peanut oil shipped on board Inid down by Lord Tenterden in the 6th been given. There was merely a suggestion aft, sped forward with dreadful rapidity, and www.alyeung was licensed to carry 596 pas. the defendant's vessel, the S. S. Illysus in a low seconds the ship was burning from sengers; and we are informed that she Mr. H. F. O. Wilson (of Measrs Wotton and the two exceptions to the rule, viz. (1) bays. out the life boats, but it was impossible to crew, on this ill-starred trip. The souk, and Mr Wilkinson (of Mesers Culdwell and the sanctioned by usage (2) goods so stowed prejudice to the plaintiff, as he proposed to get near them. In this awful state of nint, ing of hor wooden decks with the Wilkinson) for the defend ni. ters it was found that absolutely nothing leakage of Kerosene is accountable for His Horoug delivered judgment in this herington, 30 L. J. Ed. 217, which was also Mr. Wilson - Il Mr. Wilson could be done except to turn the vessel's the guid spreading of the flames, and oase to-day, as follows:head on to the beach. The mars of human the consequent uselessness of the boats. In this suit the plaintiffs, who are con. Which was timber had been stowed on deck haings on deck had crowded forward Such an awful calamity as this would signess of a cases of nut oil and jettimused the defendant pleaded before the fire as it swiftly advanced, until have been a grand opportunity for the shipped on board the steamer Tissue, which | usage and outloop and notice thereof to the to be stayed now. there was no room for further retreat, and use of the life buoy, but no mention is was carrying a general cargo to Singapore | parties which was held an enswer to the His Lordship Lam not inclined to stay those who did not throw themselves over. made of any of these bandy articles being and Hongkong from Sourchays, seek to action. In Johnson a Chapman, 18 C B. execution. If you renew the application board were devoured by the flames. In the on beard. With this exception, the territrecover from the shipsweet their value to N. S. 563 (also reported in 36 L. J., C. P. | outside in geometrial grounds, your frantio crush which took place many of the ble rapidity of the destructive and fatal work the extent of \$1,000 as damages for their 23) which was a claim by the shipowner request might be granted. SI,437,670 those who in desperation flung themselves life, and placed the datastrophe emongst is as follows:— Shipped in 2000 order and cording to the terms of she charter party be stayed till Monday or Thursday to allow a ling. The fearful specials of the binning must shocking affirm that has ever that has ever that has ever the binning must shocking affirm that has ever that has ever the binning must shocking affirm that has ever the binning must shocking affirm that has ever the binning must shocking affirm the steamship called the Risass whereof is Willes, in giving judgment upon the Lagrangian I do not see what harm ing: The fearful spectacle of the blazing shocking affairs that has ever taken the steamahip called the fluors whereof is primes, in giving magnetic fluors whereof is primes, in giving magnetic fluors and seem from other vessels at place in this part of the could be considerable distance, and what help we learn that the charged shell of the floors, and now lying in the port of more to 553, says—When you have the Wilson sent he was writing to stary but in so short a time as there was the downward the floor to call for the contract of the part.

The fearful spectacle of the downward the floor to call for the contract of the part.

His Lorentin and the contract of the part.

His Lorentin and the contract of the part.

His Lorentin and the contract of the part.

LICENSING MEETING.

hold this afternoon to consider the applications for renewal of licenso for public the plaintiffs claim for non-delivery is that houses. Mr Wodehouse presided and there. were present Messrs J. B. Conglitrie, A. F. Smith, Granville Sharp, Mitchell-Iunes, and that the shipuwner is therefore J. Francis, J. H. Cox, Samuel Gower. Chief Inspector Horspool represented the the special request or consent, and it there- consent or contract with the shipowner. police, and Mr. Arthur, Chief Clerk at the fore becomes nicessury in the first place to In the cases above cited it will be neen that Magistracy, was present.

The first application was for the Land We Live In Hotel the licence for which has been hold for two years. There were no police objections and the licence was granted.

GRAND HOTEL

The Chairman said the next application was for a renowal of the licence at the Grand Hotel, 342 and 244 Queen's Road. The licence had been held for two years and the police recorted that they had no objections.

Mr Mitchell-Innes asked if any account had been received as to how the house had been conducted, as there was considerable objection to a renewal last time because the house was not conducted as it ought to

is that they have no objection.

agreed to renew the licence on condition that the house was conducted in a different house to whose presence at the bar great objection was taken.

at the last meeting and raised cortain objecthat there was something which required the chief engineer knew the names and not being so carried were carried improvement.

understanding has been observed. The chief engineer of the Wahneung, Mr impose any conditions. We cannot give no objection to the goods being practice was set up which showed that the Tharles Chambers, gives the following ac- any information except what is on the sheet. Mr Francis-I think that is a rather

all I can say. conducted as far as the police know?

Mr Cox-Are the children still there? Chief Inspector Hospool-One still lives Mr Gower-There was one child and a

Mr Gower-The licence was renewed on

it was no use; we could not get near Mr Mitchell Innes-Was there nothing of the ship to do so, as he himself admitted. Willes in Johnson v. Chapman, the cargo The records of last year's meeting were Mr Mitchell-Innes -- Mr Mussop under-

After some further discussion consideraleft the Wahynen, was burning down to tion of the application was adjourned to the general rule of the English law goods were stowed on a chartered ship by

> PEAR HOTEL. The next application was for an adjunct

with an adjunct licence.

This was unanimously granted.

The following licences were renewed Thistle' tavern.

SUPREME COURT. IN SUMMARY JURISDICTION Thefore Mr A. J. Leach, Acting Puisns Judoe L Wednesday, Nov. 16.

OHUN PUT NAM v. ONG GO.

Two hundred and signey four boxes of pea mes it becauses subject to the general in the matter

or bean oil. They look. Amongst the ex-20th August, 1887. The defence set up to special request or consent of the shippers was properly jettisoned owing to a typhoon protected by the above mentioned exception the defendant, and it was for him to

ability of the tide the ship did not leave till to say that that case has no application to the day following. When the cargo was the present. For the plaintiffs it was conbeing shipped the master looked on and tended that the case was covered by the says he saw the shippers or persons who authority of the recent decision of the House represented them come and put the carge on of Lords in Royal Exchange Shipping Co. board thumselves. He gave them coolies v. Dixon, 12, Appeal cases, p. 11. That to assist them who were paid by the ship was a claim by indersees of four Bills of and they (the coolies) put the cargo on Lading in respect of purgo of cotton stowed board. The coolies acting under the orders on deck and properly jettisqued. Each Bill of of the ship put this cargo on the poop. It was put there by direction of the The Chairman-The remark of the pulice owner, but he (the master) was look words under deck, the other was silent

Mr Mitchell-Innes-The Justices thought observations arise; Noither the mate nor funder a contract to carry under deck? of the shippors or their representa- on deck in breach of the contract accurate information of what took place. Carriage, it therefore meant carriage under Mr Mitchell-Innes-I do not know whe. At best there seems to me but slight deck and if carried on deck there was ther the police can tell us whether this evidence that those who brought the goods | therefore a breach of contract unless that (whether they really were the shippers or contract had been altered or varied by Chief Inspector Horspool-We cannot not) acquiesced by the evidence or offered consent of the parties. In the case cited a stowed on the poop, I am not satisfied shipowner took the responsibility and therethat such acquies conce or consent actually fore the practice availed him nothing. impertinent way of answering the question: existed. As to the statement that the In this case consent is set up, but of such a Mr Horspool-There has not been any cargo was placed on the poop by direction character that as I have already stated it at

complaint on the part of the police; that is of the owner, that is a bare statement best amounts to ideal acquiescence or nonunsupported by any particulars either of objection; and of that even I am not satis-The Chairman-Has it been properly the person who gave or to whom the order fied. In the same case Lord Blackburn. was given, and indeed it is not reli- where he speaks of this alleged practice. Chief Inspector Hospool-As far as we lable, for the Captain did not know who I says the goods were shipped on board and the owner was nor did he know who it was probably with the knowledge or at least who came on board, though he stated without any objection on the part of the vaguely they were the owners or their re- shippers, were put on deck, on which they presentatives. At Singapore the carge of ought not to have been put. Does he for oil in question was shifted from the poop a moment suggest that this knowledge or was determined to go down. For God's servant, who it was said used to joke with to another place on deck, and it suggests absence of objection alters or forms part of itself to me that when the cargo was the contract of which the bill of lading is brought on board its sultimate place of evidence? No. It appears to me that the

sent of the merchant, it is obvious no re- unambiguous usage of the port Angleexists. The foreign authorities are indeed illustrated by the case of Horill v. Slephenexpress on that point. And son, 4 Carington & Payno 469, where the

for a wrong when he has consented press orders of or interference by the master rendered any assistance. We were very conditions on which the licence was last to the act which has occasioned him in a manner different to that provided by the loss, leads to the same conclusion. the charter; but it was clearly established The rule is also stated in Leggett on Bills by the evidence in the case that the plainof Lading p. 197 as follows- If the vessel | tiff and his broker were present looking on is seaworthy to carry a cargo under deck as to the mode of stowage; and by the case cargo was a general one. There was no licence for the Peak Hotel, the applicant and there is no general conton to carry such of Major v. White, 7 Carr. & P. 41, where the alarm was raised that fire had broken | Kerosene. The vessel was very much being Mr Win. Thomas. No licence had goods on deck in such a voyage and the the shipper was warned on the way to the out in the after-hold. The alarm was only crowded with passengers. It was, I should been held previously and there was no loss is to be attributed solely to the fact that ship in which the goods were to be stowed. the goods were on deck and the owner had that they would be stowed in a manner dif-Mr Mitchell-Innes said he understood consented to their being there he has no re- fement to that provided by the charterwas has not yet been discovered—the only ship was in a blaze. We had her turned that the application was for a public bar. course against the master, owners, or yessel party and he made no objection, and it was Mr Wodehouse explained that it had first for jettison rendered necessary for the com- held in one case that the cargo owner and beached about seven or eight minutes be- been an application for a publication for a in all probability would have produced no cover. In the first case it will be seen that down below and had carelessly set fire to footed women and children among the Mr Francis said he would have strong-injurious effect on the vessel if not thus there was clear evidence of the consent or passengers, and I fear very few of them ly opposed the former application but Inden; and he cites the case of Lawrence contribution to the act complained of, and have escaped. A good many of the men he had no objection to it as altered, and Others n Minturn and Others, 17 Ho. in the second case actual warning or notice

Hannau, who was the first of the officers to the Point. When it was first noticed, the house as a hotel. A public bar he be- deed, looking at a passage in Leggett at clear and there appears to have been no smoke was so thick that it would have lieved would have been most objectionable bottom of p. 198 it may be surmised that notice to the cargo owners. I dosuffocated anybody who ventured below; it to the residents at the Peak, but he did the goods in that case were not carried not think therefore those cases apply. not think there could be any fault to find under a bill of lading. Most of the cases In this view of the case, it is unnecessary cited for the defendant were cases of general to deal with the other questions that have Perhaps the most remarkable feature of Mr Wodehouse said he naderstood that average contribution prising on marine been raised, but I feel bound to express my the catastrophs is the wonderful rapidity the applicant was quite willing to take a policies or charters, which it is obvious strong disapprobation at the non-proare governed by a wholly different principle duction of the ship's log after notice to for anything to be done to save life except The applicant on being interrogated said to cases against the shipowner or master for produce had been given by the plaintiffs. to run the vessel ashore. Had the cargo he would simply ask for an adjunct licence non-delivery, but so far as they bear upon had I to decide the question of the pro-

them. In Da Costa r. Campbell 4. Campb. | gravely affected the somewhat meagre 142 the claim was on a policy of insurance evidence of the defence on this point. against the underwriters in respect of car. There has been no real opposition to the boys of vitriol jettisoned for safety of the value put by the plaintiffs on their cargo, venture, and Lord Ellenborough left it to and there will be judgment for them for parts of the vessel were well afturated with Tavern, and the Rose, Shamrock and the jury to say whether it was usual to carry | \$1000, with costs of suit. vitrial ou deck and whether the carboys | Alr Wilkinson applied for stay of execuwere properly stowed, and he directed them | tion, as he was informed that there was a to return a verdict for the plaintiff if such a special agreement in writing at Sourabaya. usage was proved, which they did. In Mill which would afford absolute proof of his ward t. Hibbert, & Adolp. and Ellis, N. S. p. contentions. 120, which was a claim by the shipowners Mr Wilson objected on the ground that against the underwriters in respect of pigs Mr. Wilkinson should have obtained this thrown overboard for the safety of the ship, evidence before or asked for an adjournfor which the shipowner had been forced to | ment to obtain it. contribute to the general average, the ours-This is a claim for a sum of \$1052,42, tien really turned on the pleadings, but way to grant Mr Wilkinson's request, as no edition of his treatise on shipping, mentions | that evidence might be got from Source

by the owners consent. In Miller v Tit. | pay the money int. Court stones

rule of average, and in Wright a Marwood A meeting of Justices of the Peace was coptions in the bill of lading is one for I.Q.B.D. 62, which was much relied on Jottison. The bill of lading is dated the by the defendant's solicitor, the plaintiff by an agreement in writing hired the upper deck of the steamer Gladys on which he the cargo being leaded on deck by the thipped cattle. The cattle were jettisoned wing to stross of weather and he claimed from the shipowners (the defendants) a general average contribution. It was held he could not recover, because in the bill of lading. The plaintiffs dony the goods were there by his express determine whother the special request or when the ship-owner has escaped liability consent of the shippers was in fact given for general average contribution it has been It is admitted by the defendant that the lowing either to a custom or usage founded goods jettisoned were deck cargo only. The on a practice, to carry deck cargo on the exevidence for the defendant consisted of that press consent in writing of the cargo owner. of the master and chief ong neer, and I Burton and English, 12 Q. B. D. 218, was must say it was somewhat unsatisfactory also referred to, and in that case it was and indefinite. The ones probandi lay on stipulated in a charter party that the ship? should be provided with a deak cargo, if establish his defence. The evidence of the required at full freight but at merchant's master seems to me to amount to this. On risk, and it was held that the charterer was the day the master originally intended to not excluded by these words from general

leave Sourabaya the cargo of oil in question average contribution from the ship-owner in was brought to the ship. Owing to the respect of deck cargo jettisoned for the Inteness of its arrival and to the unsuit- safety of the ship and cargo. It is sufficient Lading contained exceptions in favour of juttison, and three of them contained the ing on. The chief engineer anys he as to the mode of carrying the cargo. It gaw the cargo stowed by mon not was alleged by the defoudants and admitted Mr Mitchell-Innes-The Justices only belonging to the ship, but he could not say by the plaintiffs that owners of vessels whether they were employed by the ship trading between New Orleans and Liveror not. A Chinaman superintended. Some | pool were in the habit of stowing on deck in were strangers, some wore employed on violation of their contract with the shippoard the ship. Some of the men who per, they accepting full responsibility. same on board with the cargo remained on The Lord Chancellor in giving indement board till the boat left. He thought one clearly points out that a bill of lading of them was an owner because he wave him | whether it expresses the words under permission to get some oil. On this deck or not, means carriage under deck. evidence it appears to me the following and therefore the goods in question being Mr Gower-There was a child and a tives, nor is there any evidence of any Apply the Lord Chanceller's remarks to The Committee of the Tung Wah servant and it was understood that the special request, nor did the master or the case under consideration; here there child was not to be allowed to go into the his officer really give any definite or was a bill of lading silent as to the mode of atorage was not fixed. No usage of the port | goods being shipped under a bill of lading for the shipper or his stevedore to stow the to carry underdeck, there is no evidence in cargo has been alleged in the case, and it this case to after the contract between the was therefore clearly the duty of the master | parties, or, to adopt the words of Mr Justice The question then arises whether the con- was not lawfully on deck by the contract of duct of some one on achaif of the shipper, the parties. It was therefore a breach of or of some one who brought the cargo to contract to carry them on deck, which was the ship's side amounted to the consent of the direct cause of their being jettisoned. the shipper to deck stowage. The gula has and the option in the bill of lading been stated in abverue cases. In Could of discs not apply: (See the Lord Chan-Oliver, 4 Bingh. N.C. p. 14, it was held that celler's judgment above referred to, p. 86.) the owner of goods laden on deck according [There are two cases however to which I will to the custom of a particular trade is en- shortly refer on claims for improper stowhas been taking place since the close the water's edge. We saw some Chinese Wednesday, 23rd inst, in order that a that no one can maintain an action the charterer's own stevedors without ex-

the case before me I will shortly refer to priety of the jettison, its absence must have

His Lordship said he could not see his

a claim on a policy of insurance with cargo Court and does not take the trouble to know if there is any other avidence than what he has got, he cannot expect execution

with an available balance of \$ 400,552 woman and children met a death little less appears to have prevented those concerned non-delivery. The cargo was shipped on against the charterer, who had a cargo of Mr.Wilkiuson asked whether, if he paid to the from taking any effective measures are size a bill of lading the material part of which the best bad been loaded on deck act the menoy into Court nose, execution would

6. From Peddar's Wharf to the Naval Yard.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

-COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOKOHAMA, AND SAN FRANCISCO.

WHE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on TUESDAY, 22nd Instant, at 3 p.m.,

taking Passongers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Ruilways, to Havans, Trinidad, and Domerara, and to ports in Moxico, Central and South America, by the Gompany's and connecting Steamers.

Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :--To San Francisco\$200.00 To San Francisco and return, 350.00 available for 6 months To Liverpool 5... 333.00 To other European points at proportionate Special reduced rates granted to

and the Imperial Chinese Customs, to be obtained on application. Passengers, who have paid full fare, re ombarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance does not apply to through fares from China and Japan to Europe.

Officers of the Army, Navy, Civil Service

Freight will be received on board until p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States; should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San

Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

- Agent.

Hongkong, November 1, 1887.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE,

TRIESTE, PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, ANI

_AUSTRALIA. N. B .- Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES TRIESTE, HAMBURG, NEW YORK

AND BOSTON. . SPECIE ONLY LANDED AT PLYMOUTH.

FITHE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ANCONA, Captain W. J. WEBBER, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 22nd November, at 4 p.m.

10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office and Japan to Europe. until Noon on the day of sailing.

eral Cargo for London will he conveyed vid Bombay without transhipment, arriving one week later than by the ordinary direct route vid Colombo. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-

TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their bag-

gage can do so on application at the Company's Office. E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 11, 1887.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT-SAID,

TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B. - Cargo can be taken on through Bills of Lading for the principal places in

N MONDAY, the 28th day of November, 1887, at 4 p.m., the Company's Steamship PREUSSEN, Capt. C. Poule, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above,

calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specia and Parcels until 3 p.m. on the 27th November. (Parcels are not to be sent on board; they must be left at the AGENCY's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation

and carries a Doctor and Stewardess. For further Particulars, apply to

> MELCHERS & Co., Agente.

Intimations.

CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERA TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

Mails.

THE CANADIAN PACIFIC RAILWAY, AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

VIA

THE British Steamship BATAVIA, Commander, will be despatched for VAN- acquiring trustworthy information. It in-

To be followed by S.S. PARTHIA, Mythology, Natural History, Antiquities, on the 10th December, and ABYSSINIA; and Social Manners and Customs, etc., etc., on the 3rd January.

cisco by the regular Steamers of the Descriptive notes of Travel by well-known PACIFIC COAST STEAMSHIP COMPANY. land, France, and Germany by all trans- the Magazine would be mademore generally

Atlantic lines of Steamers. First-class Fares granted as fellows :---To Vancouver Mex \$160.00 To Victoria and San Francisco 175.00 To all common points in Can- \ 200.00 ada and the United States To Liverpool 300.00

+305.00To other European points at proportion-to Editor, China Review, care of China ate rates. Special reduced rates granted to Mail-Othed. Officers of the Army, Navy, Civil Service, | The Notes and Queries are still continue and the Imperial Chinese and Japanese and form an important means of obtaining Customs, to be obtained on application. Corsular Invoices to accompany Cargo ledge on obscure points. destined to points in the United States, should be sent to the Company's Offices, farther and greater facilities for the inter

Freight Agent, Vancouver, B.C. Freight will be received on board until 4 p.m. on the 14th November. All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until p.m. the day previous to sailing. -For information as to Passage or Freight,

ADAMSON, BELL & Co., Hongkong, November 12, 1887.

Occidental & Oriental Steam-Ship Company.

TAKING DARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, ger, China Mail Office.

VIATHE OVERLAND RAILWAYS,

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will despatched for San Francisco, via Yokohama, on THURSDAY, the 1st December, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day provious to sailing.

First-class Fares granted as follows :---To San Francisco ... \$200.00 To San Francisco and return, 350.00 available for 6 months ... To Liverpool 333.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for Clima or Japan (or vice versa) within one year will be. Cargo will be received on board until allowed a discount of 10%. This allowance does not apply to through fares from China

Consular Invoices to accompany Cargo Tea, Silk and Valuables for Europe destined to points beyond San Francisco, will be transhipped at Colombo; Gen- in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the

Company, No. 50A, Queen's Road Central. C. D. HARMAN, Hongkong, November 12, 1887.

Insurances. NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

THE Undersigned, Agents of the above 1 . Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882. QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. NORTON & Co.,

Hongkong, July 15, 1887.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department.

Policies issued for long or short periods at Life Department. Policies issued for sums not exceeding

\$5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NOW READY.

THE REVENUE OF CHINA. SERIES OF ARTIOLES Reprinted from 'The China Mail.' WITH AN APPENDIX HIS PAMPHLET is Now Ready,

and may be had at the OFFICE OF THIS PAPER, Messes. LANE, CRAWFORD & Co. s. Mesars. KELLY & WALSH'S. And Mr. W. BREWER'S.

THE CHINA REVIEW. CUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese cansed by the discontinuance of Notes and Queries on China and Japan, has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East' and about which every intelligent person con-2,553 Tons Register, Worron, nected with China or Japan is desirous of COUVER, B.C., vid KOBE and YOKO- cludes many interesting Notes and original HAMA, on FRIDAY, the 25th November, Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, of China, Japan, Mongolia, Tibet, and the Connection will be made at Yokohama Far East generally. Recently a new dewith Steamers-from Shanghai and Japan parture has been taken, and the Review now Ports, and at Vancouver with San Fran- gives papers on Trade, Commerce, and writers. It was thought that by extending Through Passage Tickets granted to Eng. | the scope of the Review in this direction

> The Review department receives specia attention, and endeavours are made present a caroful and concise record Literature on China etc., and to give critiques embodying sketches of the Mon recent works on such topics. Authors an Publishers are requested to forward work

from and diffusing among students know

The Correspondents' column also affor addressed to Mr. D. E. BROWN, District change of views and discussion of various

Original contributions in Chinese, Latin or any of the Modern Languages are i ceived. The papers are contributed by t members of the various Consular, the perial Customs, and Hongkong Service and also by the Missionary bodies among whom a high degree of Chinese scholarsh is assiduously cultivated. Amongst t regular contributors are Drs. Chalmen Eitel, Bretschneider, and Hirth, Profess Legge, and Messrs Balfour, Watters, Ster Phillips, MacIntyre, Groot, Jamieso Faber, Kopsch, Parker, Playfair, Gile Piton, and Taylor, -all well-known name indicative of sound scholarship and thorou mastery of their subject. The Subscription is fixed at \$6.50

annum, postage included - payable in vanco. Orders for binding volumes will promptly attended to: Address, 'Man

OPINIONS OF THE PRESS.

'All our learned societies should s scribe to this scholarly and enterprising view.'-Northern Christian Advocate (U. 'The China Review * * * has an cellent table of contonts.'-Celestial Emp The Publication always contains subjection of interest to sojourners in the Far East the present issue will hold favourable if advantageous comparison, with preced numbers.'-Celestial Empire.

This number contains several arti of interest and value.'-North-China Herald 'The China Review for September-October fully maintains the high standard of Santa Filomena...... 3 k Mondiguren ... Span. sch. 448 Nov. 5 Chinese South American 9 c Tucker Amer. sh. 1700 Sept. excellence which characterises that publi-interesting and readable number. Megorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Poking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa." by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic

the number.'—H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:--The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The greats degree of attention that has been bestowed of late years upon the investigation of Chinese literature. antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

7. From Naval Yard to Blue Buildings 1. From Green Island to the Gas Works. 8: From Blue Buildings to East Point. 2. From Gas Works to Jardine's Wharf. 9. From Kellett's Island to North Point. 3. From Jardino's Wharf to the Harbour Master's Office. 10. Kowloon Wharves. 4. From Harbour Muster's to the P. and O. Co.'s Office. 11. Jordine's Wharf. 5. From P. and O. Co.'s Office to Peddar's What.

nd wn	Vessel's Name.	Anchor-	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignecs or Agents.	Destination.	Remarks.
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Her Britannic Majesty's Ships on the China Station.

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Honolulu

l	Some intolessary							
ļ	much of it is second-hand. The Notices of New Books include a most generous and			m 1	<u></u>	I.H.P.	Captain.	Where at.
	appreciative review of "The Divine Classic	Name.	Rig.	Tons.	Guns.	1,11,1		
Ì	of Nan-Hua," and the Notes and Queries			1100			Captain R. Blair Maconochie	Shanghai
1	are as usual very interesting.'-North-China	Alacrity	despatch-vessel	1400	10 •	4330	Capt. Robert Hastings Harris	Yokohama
ł	Dailse Nerns.	Audacious*	double-screw iron frigate	6010	10	470	LieutCom. H. H. Beteler	Hongkong
ı	'A substantial and reliable Keview which	Cockchafer	gunboat	465 2380	14	2590	Capt. L. C. Keppel	Hongkong
	all students of China and the Chinese would	Constance	corvette	2420	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Captain Henry H. Boys	On a craise
	do well to natronise.'—Chrysanthemumi.	Cordella	corvette	940	4	920	Captain A. H. Boldero	Homeward
l	'The November-December number of	Daring	aloop	360	9.4	340		In reserve
1	the China Review contains less variety than	Esk	gunboat	465	4	470	Lieut. Com. H. R. Adams	Hongkong
١	usual, but the few articles are very interes-	Espoir	gunboat	455	4	460	LieutCom. Denison	On a cruiso
1	ting. The opening paper by Mr Herbert	Firebrand Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
1	A. Giles on "The New Testament in Chi-	Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Hongkong
1	nese" treats of a question that must neces-	Linnat	gun-vessel	756	5	1050	Commander W. Marrack	Shanghai Tiontsin
١	of all missionaries. Mr E. H.	Merlin	gunboat	430	4	430	LieutCom. W. M. Maturin	Hougkong
. [Parker's "Short Journeys in Szechuen"		hospital-ship	603		-	Market I II Markin	Shanghai
1	are continued, and a goodly instalment of	Mutine	aloop	1200	-	4040	Captain J. H. Martin Captain T. H. Royso	Singapore
٠	these travels in the interior of China is	Orion	2 screw iron armor plated	4870	4	4040	Commander W. U. Moore	Hongkong
	given Mr F. H. Balfour contributes a	Rambler	aloop	830	6-	690 1200	LieutCom. W. Maitl. Dougall	
	namer of some length entitled "1310 Em-	Lattler	gunboat	670	12	2360	Captain W. C. Karalake	Shanghai
.	peror Cheng, founder of the Chinese Em-	Sapphire	corvette	1970 1420	Ř	1400	Captain Arthur L. Alington	Kobe
	which will be read with genuine	Satellite	cruiser	150				Hongkong
	interest by students of Chinese history.	Solent	torpedo mining launch	756	5	1010	Commander A. C. B. Bromley	Kobe
:	A fow short notices of New Books and a	Swiit	gun-vessel gunboat	360	3	340		17 Teachve
_	number of Notes and Queries, one of which	Tweed	receiving ship	5157	14		Commodore Maxwell, A.D.C.	Hongkong
•	"On Chinese Oaths in Western Borneo	Victor Emanuel	sloop	925	4	750	Captain Geo. Gifford	Shanghai
	and Java" might appropriately have been	Wanderer	turret-ship	2750	4	1450		Hongkong
	placed under a separate heading, complete	14 TARCH		1.77				

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chlef.

Velocity 3 c Martin Brit. bge.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Hity Killy Dis 100100		ranga di Grafia di Kalandaria			3 (2011)		
of the foreign consular services, the Chinese			000		17. <u>1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1</u>	Captain Parenego	Nagasaki
histoms' corps, and the missionary body,	Alcout	Russian gunboat	800 - 1908			Captain D. E. Zulnaga	Manila
mong whom a high degree of Chinese	Aragon	Spanish cruiser	470	4	450	Commander Rupe	
cholarship is now assiduously cultivated,	Aspio	French gunboat	1430			Captain Franz Muller	Yokohama
and who are severally represented in the first	Aurora	Austro-Hungarian cruiser				Captain Menschicoff	Nagasaki
number of the Review by papers highly		Russian cruiser	1100	14	1200	Flagship of Admiral Chandler	Yokohama
reditable to their respective authors	Brooklyn	U. S frigate	3900	4	450	LieutCommander Martel	Haiphong
Jine translations from Chinese novels and	Comète	French gunboat	475		200	Captain N. Scrydloff	Kobe
plays are marked by both accuracy and fresh-	Dmitry Domkoy	Russian frigate	6000	6	900	Commander Jewell	Yokohama
ness of style; and an account of the career of	Essex	U.S. corvette	1375			Captain Eickstedt	Hongkong
he Chinese poet-statesman of the eleventh	Iltis "	German gunboat	489	2	270	Lieut Commander Fouet	Haiphong
century, Su Tong-p'o, by Mr. E. C. Bowrs,	Jaguar	French gunboat	445		425	Captain Nony	Haiphong
a not only historically valuable, but is also	Lutin	French gunboat	485	7	1170	Commander Merrill Miller	Chelmulpo
Listinguished by its literary grace. Beside	Marion	U. S. corvette	1900	2	116-	Commander H. Glass	Yokohama
notices of new books relating to China and	Monocacy	U. S. sloop	1370	7	1470 60	Commander Moltaoff	Cores
the Fast, which will be a useful feature of	Mordj -	Russian gunboat	455	erana diserimentale. Na tahun	600	Osptain von Hoven	Zanzibar
the Review, if carried out with punctuality	Nautilus	German gun-vessel	755	·····································		Osptain Zarine	Vladivostock
and detail, we are glad to notice that		Russian cruiser	1330	70	200	Capt. Courtis -	Yokohama
Motes' and 'Queries' are destined to	Omaha	U. S. corvette	2400	12	1150	Lieut, Com. Thomas Nelson	Yokohama
find a place in its pages also. It is to be	Palos	U. S. gunboat	420	- 6	500	Captain M. Foret	On a cruise
hoped that this opening for contributions		French gunbost			205	Lieut Commander Poldlone	Haiphong
on Chinese subjects may evoke a similar	Pluvier	French gunbost	540		420		Yokohama
degree of literary zeal to that which was	Primauguet	French cruiser	2200	15	2270	Captain Buge	On a cruise
displayed during the lifetime, of its prede-	Rapido	Italian ordiser	1458	D		Captain F. Cravosia	Macao
cessor in the field, and that the China Review	Rio Lima	Portuguese gunboat	540	4 4	1.37	Captain Raphael d'Andrade	Kobe
may receive the support necessary to come	Rynda	Russian cruiser	-3600	100		Captain Th. Avellan	Corea
i's continuance.	Sivotch	Russian cruiser	900	1.2	1000	Commander Suctrieff	
	Sobol	Russian gunbost	450			Commander Boyle Commander P. I. Gouveia	Japane Macao
Mr. Andrew Wind,	Tamoga	Portuguese gunboat	610	1	500		Yokohama
	Turours	French frigate	5880	12	4250	Captain Juge	Yokohams
News Agent, &c.	Vestnik	Russian corvette	1330			Captain Lang	Yokohama
11. PARK ROW, NEW YORK; is	Vipere	French gunboat	480%	4	425	Capt. da Maroller	Kobe
authorized to receive Subscriptions,	Vities	Russian corvette	2950	12	第三条	Captain Makamii Commander Molchonsky	Visdivostock
Advertisements, &c., for the China Mail.		Russian gunboat		***			Shanghal
Overland China Mai, and China Review.	Well	German gunbost	894		840	Captain Josephin	
		在企業工程的基础工程的工程	1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 /				

SHIPPING IN OHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Flag & Blg. Destination. str. Shangbai Kung-pai Brit. str. Shanghai Kutsang Brit. atr. Ningpo Brit. str. Taiwan

> AMOY. in port on November 14, 1887 MERCHANT STEAMERS.

Spanish Don Juan British Hever British Patroclus British Zafiro MERCHANT BAILING VESSEIS. Gor. sob. **Uhristian** Ger. sch. D. Barrow Brit. bqe. Mohawk

FOOOHOW.

Ger. bqs.

in port on November 12, 1887. MERCHANT STRANFRI Chinese Fuyew Chinese Waiting MEECHANT BALLING VERSELS. Norw, sch.

SHANGHAI. In port on November 10, 1887.

Emilio

MESCHANT STRAMERS. British Ancons-British Benlawers Chinese Fushun British Jason: - British Kiang-foo British Kung-wo Chinese Kung-chi British Malwa Bruish Ningpo Patroclus British German Proussen

Store Nordisko Danish Tokio Maru Japanese Kobe MERCHANT SAILING VESSELS. Leander Maria Borg Ger. bqe.

TIENTSIN. In Port on November 5, 1887. Brit. bqe. Earn Amer. bqe. Brit. bqe. Hedvig

Brit. bqe. Perle Sea Swallow Brit. bqe. NAGASAKI

In port on November 2, 1887. Kozaki Maru Japan, bqe. HIOGO.

In port on November 6, 1887. John Charter Amer. sh. Brit. bge. R. Castle W. G. Davis Amer. ah.

YOKOHAMA. In port on November 8, 1887. Brit. bge. Don Enrique Ger. est. Brit. sh. Honauwar Dan. sch. Louisa Amer. sch. N. Reid

MANILA. In port on November 5, 1887. Austriana Brit. Benj. T. Hunt Amer. bqe. Chashire Brit. bqe. Norw. bg. Defensor Brit. Drumeltan Brit. ch. Formosa Brit. sh. F. B. Tayler F. Abbey Amer. bqe.

Brit, ah. Herot Hiram Emery Amer. boe. H. S. Sandford Brit. sh. Jabez Howes Amer an. Mary L. Stone Amer. sb. Brit. sh. Nagpore Nomad Amer, bue,

Where at.

Captain.

In port on October 26, 1887. C. Tuffenbury Swed, bqc. Norw, bqe. Elida Siam. bg. Fortune Kim Chye Seng Siam. bqe. Ital. bqe. Siam, bg.

Brit. bge. Noddleburn Printed and published by GEO, MURRAY Balk, at the China Mail Office; No. 2 Wyndham Street, Houghoug.

BANGKOK.